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DEVELOPMENTS IN IRELAND. SINN FEIN REPLY DELIVERED

Quiet Restored in Ulster.
(Reuter's Service.)

Two representatives of Sinn Fein arrived at Inverness this morning and motored to Gairloch with Sinn Fein's reply to Mr. Lloyd George.

London, September 1.
Quietness reigned supreme in Belfast all the morning. The most satisfactory effects followed the posting of strong military forces and the patrolling of armoured cars. The only disturbing incident was the sniping at men going to work. The snipers disappeared on the approach of the police. No more deaths have occurred since last night.

Later.
Additional troops arrived at Belfast this morning. Traffic has been resumed, and all shops are open.
"Determined to Crush Disorder"

Later.
The Cabinet of the North of Ireland further conferred with the military and civil authorities in Belfast to-day, after which the Lord Mayor issued a proclamation appealing for a continuance of peace and declaring that further military effectiveness are ready if required. The authorities are determined to crush disorder. Ample protection will be afforded to all classes. Troops occupy Ulster Hall.

Counter-Allegations.
London, September 1.
The late intervention of the military at Belfast was due to the reluctance of the authorities to do anything that might be construed into breaking the truce. It is recognised that the disturbances may seriously affect peace developments. Already they have been made the basis of violently partisan comments in the newspapers, one section of which declares that the "porcism of Catholics" was provoked by Orange shipyard leaders with the deliberate intention of wrecking the peace movement; while another section asserts that the "murder campaign in Belfast is the price of Mr. Lloyd George's surrender to assassins, the object of the Sinn Fein rebels being to provoke Orangemen to take vengeance."

It is impossible amidst the confusion and tumult to ascertain who began the affray. It is noteworthy that there were numerous victims among the spectators watching the fight.

Later.
Quiet continued in Belfast all day. So far 17 have been killed and 240 wounded.

THE SITUATION IN SOUTHERN INDIA.

Mobile Columns About to Converge.

Simla, September 1.
A communique of the 30th ult. states that Tirah and Malapur mobile columns are on the eve of converging upon Titarangadi where it is believed the rebels are concentrated with the object of making a stand. A mobile column from Calicut is also marching. It is expected that a large force will be required to deal with the situation at Tamar.

Riots in Madras Between Castes.

London, September 1.
The India Office reports that disturbances arising from acute ill-feeling between castes, stimulated by Non-Co-Operation propaganda, in the mill area, Madras City, became intensified on the 29th ult., necessitating the police firing thrice, with the result that six were killed and 21 wounded. Troops were called out and order restored without further firing.

A Madras message of the 30th ult. states that the trouble in the mill area continues. Auddiravidas stoned Mahomedans while the latter were burying their dead. Four were seriously injured. Police dispersed the rioters.

FAMINE-STRIKEN RUSSIA.

Defiant Soviet.

Paris, September 1.
According to a message from Helsinki, a Bolshevik communique charges the Pan-Russian Relief Committee with approaching foreign Governments with a view to establishing control over famine supplies. The communique attacks foreign Governments, and says: "If they want to control the Soviet Government's action, the latter will send them to the devil."

U.S. MINERS IGNORE PRESIDENTIAL PROCLAMATION.

Federal Troops Ready.

Washington, September 1.
Notwithstanding President Harding's proclamation, hostilities have continued in West Virginia, resulting in several casualties. Two regiments of Federal troops are ready to enter the region to enforce martial law if the miners do not comply with the Presidential proclamation.

UPPER SILESIA.

Preliminary Reference to Non-Permanent Representatives.

Geneva, September 1.
The Council of the League has decided to entrust the first consideration of the Silesian problem to non-permanent representatives—namely, Belgium, Brazil, China, and Spain—with full liberty of action, including an invitation to Germans and Poles in Upper Silesia to furnish local information.

U.S. SUPER-DREADNOUGHT LAUNCHED.

Particulars of the "Washington."

The Super-Dreadnought Washington, launched at Camden, New Jersey, has clipper bows and carries eight 16-in. guns. It has a crew of 1,411 and is electrically-driven. The speed is twenty-one knots and the displacement 33,590 tons.

ST. LEGER PROBABLES AND JOCKEYS.

London, September 1.
The St. Leger probabilities are: Craiggan-Evan (Frank Bullock), Franklin (Donohue), Thunderer (—), Westward Ho (Carslake), Roman Fiddle (Hulme), Foundation (Fox), Mitesius (Beary), Star of Blyth (Calder), Polemarch (Childs), Napoleon (Connell), and Beau regard (Stridom).

SUSSEX LEAD AUSTRALIANS ON FIRST INNINGS.

London, September 1.
At Brighton before eight thousand people in glorious weather, Sussex carried their score to 232, Young making 124 in four hours, including a five and fifteen fours. The Australians, batting very slowly, scored 105 for 1.

(Other Telegrams on Page 8.)

COLLISION ON WEST RIVER.

Eight Lives Lost.

The loss of eight lives occurred as the result of a collision between the motor-ship Kong Ning and a Chinese motor-boat named Hung Hing on the West River on Monday last, which is the subject of the following report made to the Harbourmaster this morning by the master of the Kong Ning:—

"The Kong Ning, bound to Wuchow, was proceeding up the West River on August 29 at 0.45 a.m. with the regulation lights burning brightly. When two miles east of Luk Pa, it was observed from the bridge that on the port bow a large boat showing no lights was approaching. The visibility was fair, but the night was dark. The Kong Ning blew one blast with her whistle and altered her course to starboard, but the craft took no notice of the signal and shortly afterwards she starboarded her helm and tried to cross the bow of the Kong Ning. The master and pilot seeing that a collision was unavoidable put the engines full astern, but no immediate action could prevent the Kong Ning striking the boat with her stern on the starboard side. Cries of help being heard from the sinking boat, two life-boats were lowered from the Kong Ning with all possible speed and lifebuoys were thrown out. As far as ascertained at present there were 30 males on board, of whom 14 members of the crew and eight passengers were saved. The boat sunk by the Kong Ning was bound from Wuchow to Canton. After a thorough search in the vicinity of the accident had been made by the two life-boats the master of the Kong Ning was satisfied that no further help could be rendered and the boats were hoisted and the vessel proceeded at 1.27 a.m. Information gained from the master of the Chinese motor-boat is that at the time of the accident he was having a meal below deck and one of the sailors was navigating."

BRAVERY REWARDED.

Chinese Receive Recognition.

Bravery shown by two Chinese in the employ of the Government in rescuing a Chinese girl from drowning was rewarded this morning when Lieut. Conway Hake, Harbour-master made presentations of a medal and gifts of money to them.

A coaling coolie named Hei Fa working at the Government coal depot and slipway at Yau-mati was awarded the Bellini Medal and \$25 and seaman No. 404 named Wu Sang of No. 2 Police Launch was awarded \$10 for assisting Hei Fa to bring to shore a native girl who fell into the harbour near the coal depot on July 7. The girl was in the water for about 15 minutes and was unconscious when brought ashore by Hei Fa, who is not a good swimmer and nearly lost his own life in making the rescue. Lieut. Hake in presenting the medal and the notes at the depot to-day eulogised the actions of the two men and said he hoped their bravery would be inspiring to others.

BUDDHISTIC RELICS IN CHINA.

Dr. Tokiwa, of the Tokyo Imperial University, will shortly leave for China for an inspection of the historical relics of Buddhist importance in that country. He expects to be away about six months.

ALLEGED DEFAULT OF JAPANESE CONSORTION.

A sensation has been caused at Toyama, Japan, through a number of reservists having failed to respond to the recent call. The Mayor of the city is reported to have started investigations in order to get at the truth of the matter.

I. O. U. CASE.

Judgment in Recent Review.

In the Summary Court yesterday afternoon Mr. Justice Wood delivered judgment in a recent promissory note case which came up for review. In this action Sapooran Singh, a registered money lender, whose registered address is at Prince's Buildings, sued two other Indians named A. Santa and Hussan Khan. For the defence it was pleaded that the note was negotiated and signed at Repulse Bay, and was void under the Ordinance, which says that a money lender shall carry out his business at his registered address and at no other address. The Court found as a fact that the transaction took place at Repulse Bay and at the original hearing it was assumed by both parties that plaintiff must succeed or fail according to whether or not it was found that the note was signed by the defendants at plaintiff's registered address or elsewhere and the legal result of this finding was not questioned. Those proceedings took place on Aug. 8th and judgment was entered for defendants. On Aug. 12th plaintiff's solicitor, Mr. G. R. Hayward, made an application for a review of the judgment.

In giving judgment, His Lordship said he found the following facts proved: That on the day of the loan defendants were well acquainted with plaintiff and knew him as a registered money lender; that no evidence had been adduced to show that the usual course of the plaintiff's business was not at his registered address; that the transaction in question was an isolated transaction; and that it occurred in all parts of its progress away from the registered address. Of these findings, the question which arose for decision was whether this isolated money lending contract, made elsewhere than at his registered address, by plaintiff with defendants to whom he was well known, was or was not void.

His Lordship went into a number of judgments which had been cited and said in the proceedings mentioned their Lordships in their judgments in the House of Lords neither dissented from nor adopted the definitive findings on the construction of the statute expressed in the Court of Appeal.

The tentative definition, or perhaps to speak more correctly, the avoidance of a definition would seem to show some hesitancy to adopt the view that a single isolated transaction was likely to be found a construction of the statute.

After quoting other judgments and going into the history of the case, His Lordship said he found, to adopt the language used by Lord Atkinson, "the characteristics of a genuine business loan of a professional money lender." No other course therefore seemed to be open to him except to find that it was void as a contravention of the Ordinance. He did so unwillingly because in the particular circumstances no mischief of any kind appeared to be prevented by this application of the provisions of the Ordinance. Both parties were well aware of the nature of their undertakings. But if this transaction were not held to be an infringement of the law it would be impossible to draw the line and say at what point in a money lender's business this legal requirement was contravened.

His Lordship found that the transaction was void and reconfirmed his original judgment for defendants, with costs of the original hearing and also, of the review.

Defendants were represented by Mr. Leo Longinotto.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 9.00 a.m. to-day.

Typhoon in about 112 deg. long. E. 16 deg. lat. N. moving West.

NEW CHINA MERCHANTS BOAT.

Launched at Shanghai.

On August 23, at the Pootung yard of the Shanghai Dock and Engineering Works (that yard from which so many famous China Coasters have first taken the water) was launched the Hsin Kiangteen for the China Merchants' Steam Navigation Co.

The Hsin Kiangteen has been designed as a passenger and cargo steamer for special service between Shanghai and Ningpo; she is fitted with special ports and cargo facilities for the rapid loading and discharging of cargo and her passenger accommodation is large and luxuriously finished. She measures 310-ft. long by 43-ft. moulded breadth and 23-ft. moulded depth to upper deck and carries 1,000 tons deadweight cargo on a light draft trim of 10-ft.

The Chinese saloons and passenger accommodation are placed on the upper deck, having the first-class saloon and two berth state rooms for 54 first-class passengers forward, and spacious saloon and two berth state rooms for 92 second-class aft. The petty officers and crew are placed in the fore-cabin and the commodore staff and other supernumeraries are placed amidships. On the deck above the upper deck is placed the first-class European accommodation, consisting of a large and luxuriously appointed saloon forward and two berth state rooms for 16 passengers. The officers and engineers are comfortably placed amidships and the after-end of the deck is occupied by a saloon and two berth state rooms for 72 second-class passengers. The deck above the European accommodation is arranged for navigating purposes with large wheel house and spacious rooms for the captain and pilots and space for third-class passengers—third-class passenger accommodation is also arranged in the main deck and 'tween deck spaces.

The propelling machinery of about 2,500 indicated horse-power, built in the Dock Company's workshops, consists of two independent sets of four-cylinder triple-expansion surface-condensing engines balanced on the Schlick Tweedy system, each fitted with the usual pumps, condensers and direct acting steam and oil reversing gear, while steam is generated in two large cylindrical multitubular boilers fitted with Howden's forced draught and designed for a working pressure of 180-lb. per square inch, and an auxiliary boiler of the same working pressure arranged to couple up with the main boilers and for general service.

The auxiliary machinery includes independent centrifugal circulating pumps, Weir's type feed and general service pumps, two large steam driven dynamos for lighting and fans, patent ash ejectors, steam steering gear, steam windlass and capstan forward and steam capstan aft and other fittings as usual in a steamer of this class.

The construction of this vessel has been superintended by Captain Mackinnon and Mr. Gavin Wallace, owner's superintendents.—Shipping and Engineering.

DAY BY DAY.

Yesterday's health return shows only one case of diphtheria, the sufferer being of Danish nationality.

This evening at the World Theatre is being screened a film adaptation of that famous novel "Desert Gold" by Zane Grey. All who have read that wonderful story will remember the beautiful Nell Bolding, Mercedes Castaneda, Fighting Dick Gale (who went to hell for a woman) Diablo (the treacherous white horse that raced with Blanco Sol, and all the other vivid characters and things that went to make up the novel. The film reproduces all of it and a powerful cast is headed by E. K. Lincoln, as Dick Gale. It is one of the most enthralling motion pictures ever seen.

LOCAL WEDDINGS.

Forbes-Summers.

A large company assembled at the Rotary Church, Kowloon, yesterday when the wedding was solemnised by Mr. Robert Fraser Forbes, only son of Mr. and Mrs. Arthur Forbes, of Aberdeen, Scotland, and Miss Eva Margaret Summers, only daughter of Mr. and Mrs. E. H. Summers, of the Hongkong and Kowloon Wharf and Godown Company. Both bride and bridegroom are extremely well-known in the Colony, the latter, who was formerly an officer of the Royal Artillery and stationed in the Colony, being of the staff of Messrs. Mustard and Co.

The church was prettily decorated and the service a simple one. The Rev. Father G. M. Spada (in the presence of Bishop Pozzoni) conducted the service, the bride being given away by her father. The bride looked charming in a dress of ivory tulle with overskirt of embroidered net with long embroidered train. Her veil of old lace, caught up with orange blossom, was lent by a friend. The bride carried a shower bouquet of white Cadena d'Amor, tube roses and Eucharist lilies. Miss Ethel Mary Packham acted as bridesmaid being attired in a dress of white net over pink crepe de chine, with hat of pink Georgette. Her bouquet was of pink Cadena d'Amor, Miss Evelyn Summers, the little niece of the bride, acted as train bearer. Mr. J. H. Brister, of Messrs. Reiss and Co., discharged the duties of best man.

At the conclusion of the ceremony a reception was held at the house of the bride's parents, 7, Aimal Villas. A pipe of the H. K. S. R. G. A. played the couple out of the church and also piped at the reception. The health of the happy couple was toasted on the proposition of Mr. R. Packham, whilst Mr. Brister proposed the health of the bridesmaid. Later in the afternoon Mr. and Mrs. Forbes left for Repulse Bay, where the honeymoon is being spent. The bride's going-away dress was of brown floral net over brown crepe de chine and net, with brown lace hat.

A large number of beautiful presents were received. The bridegroom's gift to the bride was a platinum and diamond brooch, his gift to the bridesmaid being an aquamarine brooch. The bridegroom's gift from the bride was a silver mounted dressing case.

Da Luz-Xavier.
Of considerable interest to members of the Portuguese community, the wedding took place at the Roman Catholic Cathedral yesterday afternoon of Mr. Henrique da Luz, of Messrs. Jardine, Matheson and Company, and Miss Sylvia Xavier, elder daughter of Mr. and Mrs. I. M. Xavier, well-known Portuguese residents of No. 16 Macdonnell Road. The Cathedral was tastefully decorated, and the ceremony was performed in the presence of a large attendance by his lordship, Bishop Pozzoni, assisted by Fr. Bianchi. The bride was attended by the Misses E. da Luz and C. Xavier as bridesmaids, whilst the groom was supported by Messrs. J. Remedios and C. da Luz.

Following the ceremony a reception was held at the Catholic Union Club where the couple received the congratulations of their many friends.

To-day's Exchange.
The closing rate of the dollar on demand, to-day was 2s. 8 1/2.

The Weather.
2 p.m. Barometer:—29.75. Temperature:—80. Humidity:—80.

Lighting-Up Time.
Lighting-up time to-day, 6.40.

REMISSION OF RATES.

Further Suggestions.

Regarding the suggested remission of rates to encourage the erection of new buildings, the Hon. Mr. H. E. Pollock, K.C., has forwarded us the following letter:—

Sir,—In continuation of the debate in the Legislative Council on the above subject may I be permitted to point out:

(1.) That, as the proposed remission is intended to relieve the pocket of the person who has to pay for the new buildings, i.e. the Landlord, it is not a sound argument against such remission to contend that the Landlord will not pass on the benefit of the same to the Tenant.

(2.) That, in the deserving case of the man of moderate means, who desires to build a home for himself, and his family, such a remission would constitute a substantial inducement to build.

CHINA COAST OFFICERS.

Latest Changes.

Captain W. Benson, of the Szechuan, is on leave.
Captain C. S. Isbister, of the Singan, has gone master, Szechuan.

Captain F. H. Jones, from reserve, has gone master, Singan.
Mr. G. L. C. Johnson, chief officer, Shuntien, has gone chief officer, Hsin Peking.

Mr. A. Van Winckler, chief officer, Hsin Peking, has gone chief officer, Shuntien.
Mr. A. B. McEwan, third engineer, Tientsin, has gone third engineer, Ngankin.

Mr. R. T. Maddison, third engineer, Ngankin, has gone third engineer, Tientsin.
Mr. E. J. Porter, second officer, Esang, has gone third officer, Tuckwo.

Mr. S. Pinchin, second officer, Tuckwo, has gone second officer, Esang.
Mr. R. G. Palmer, from leave, has gone chief officer, Waishing.

Mr. N. H. Greig, acting chief officer, Waishing, has gone second officer, same ship.
Mr. W. A. Balch, second officer, Kingsang, has gone acting chief officer, Choyang.

Mr. R. Frost, acting chief officer, Choyang, has resigned.
Mr. D. R. Wilson, supernumerary second officer, Waishing, has gone second officer, Kingsang.

Mr. J. W. Pattigrew, chief officer, Hopsang, has gone acting master, Waishing.
Captain R. H. McNair, of the Waishing, is on leave.

Mr. H. Rawstorn, second officer, Hopsang, has gone acting chief officer, same ship.
Mr. D. G. Cairns, supernumerary second officer, Tuckwo, has gone supernumerary second officer, Hopsang.

Mr. S. F. Smith, supernumerary second officer, Hopsang, has gone second officer, same ship.
Mr. N. J. Klopfer, second officer, Hsuan, has gone second officer, Kwanchi.

Mr. W. Craig, third engineer, Kwellee, has gone third engineer, Taishan.
Mr. C. Andrell has been appointed third engineer, Kwellee.—Shipping and Engineering.

News in To-day's New Advertisements.

"Mind the Paint Girl" is on at the Kowloon Theatre to-night.—Page 12.
The K.C.C. Concert is advertised for to-morrow night.—Page 4.

Mr. F. M. Weller has resumed the management of the Sun Life Assurance Co. of Canada.—Page 5.
Butterfield and Swire give consignees of cargo per s.s. Pyrrhus the usual notices on Page 5.

The next Gymkhana is fixed for Saturday, October 1.—Page 4.
Lammert's will sell off Household Furniture at 416 Nathan Road on September.—Page 4.
Trumpet Island is for sale.—Page 4.

The week-end programme of the World Theatre has as its principal feature Zane Grey's powerful story "Desert Gold"—Page 4.

NOTICE.

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K.622.
Telegrams "SEYBOURNE."

LEGISLATIVE COUNCIL.

To Facilitate building.

Owing to the late hour at which yesterday's meeting of the Legislative Council concluded, we were only enabled to give a summary of the discussion which took place on the motions of the Hon. Mr. H. E. Pollock, K.C., concerning the speeding up of it. The following is a full report—

Hon. Mr. Pollock: Sir, in pursuance of notice I beg to move:—That, with a view to encourage the construction of new houses in this Colony, it is desirable for the Government to pass an Ordinance exempting, for 3 years after completion, from liability to pay rates, any new buildings, the plans for which may be sent in for the first time after the commencement of such Ordinance. It has been put forward against the Government from time to time as a matter of criticism, that the Government is very anxious to get as much money as it can, and that, on the other hand, it is not prepared to give anything by way of facilitating the building of new houses in this Colony, and it is with the view of removing that reproach from the Government that this present resolution is brought forward. I do not think, however, there can be any question that new developments in this Colony are very urgently required. The recent preliminary census has shown us that probably the normal increase of the Colony's population is about 2000 a year, and we also know that any disturbance which takes place from time to time in the neighbouring provinces are liable to bring an influx from the mainland of China. As regards the principle of exempting from liability to pay rates any new buildings, I believe such a principle is adopted in some of the States of America, and, as your Excellency is aware, the Home Government—though I do not know that it has adopted that principle—has adopted the principle of raising loans for building new houses in order that money may be advanced at a moderate rate for those desiring to build new houses. That principle has been adopted at Home, and the other principle has been adopted, I think, in the United States of America. I think, Sir, that this principle of exemption from rates would be in view of the present state of our finances, perhaps the easiest way of granting facilities for the erection of new buildings. I think the term of three years after completion, which I have suggested, is quite a moderate term. I was anxious, I may say, to make the term moderate because, embarking upon what is a new experiment, one's tendency is rather to be conservative than to launch out and bind the hands of the Government to exempt from rates for a longer period of years than three years. I understand, Sir, that my honourable colleagues on the Council are in favour of this resolution, and I will now ask my honourable friend, the senior Chinese official member, to second it.

Hon. Mr. Lau Chupak: Sir, I beg to second this resolution and in doing so desire to endorse the remarks of the senior official member. Whenever there was land to be developed on the mainland of China, whether for agricultural or dwelling purposes, the remission of taxes of every description was granted. I believe this practice is still in force on the mainland. Personally I have several plots of land in Chinese territory exempted from taxation of any kind for 15 years. This resolution, Sir, if accepted by the Government, as it should be, would serve as some inducement to people to build new houses in view of the fact new houses would very often take a long time to build, particularly in New Kowloon and in outlying districts such as Shaaukiwan and Aberdeen, where land is awaiting to be built upon. The houses would have to wait at least two or three years before they can all be let out. After completion, one flat here and another flat there may be taken up at once. The rates have to be paid on the whole house and even for those which remained vacant, although, in the latter case, the rates would be refunded should the house still remain unoccupied after the quarter for which the rates have been paid. Meanwhile investors have to put up with considerable loss in interest on capital and wages for caretakers. For this reason, Sir, I submit that the resolution should be favourably entertained by the Government.

Confidence shaken.

The Hon. Mr. Holyoak: Sir, I rise to support this resolution because I think that it is common knowledge to us all that the passing of the recent Rents Ordinance has for the time being very badly shaken the confidence of the investing Chinese public and anything that can be done to restore that confidence will be a step in the right direction. The Rents Ordinance was necessary, and we therefore passed it as a measure which we regarded as a temporary one and the sooner it can be definitely stated by the Government that it is a temporary one and will cease at the end of the year the better. For the reason that I believe it will help to increase confidence in the investment of money on the erection of houses which are so necessary, I support this resolution.

Unprecedented Building Programme.

The Hon. Colonial Secretary: Sir, when I saw this resolution placed upon the paper I was surprised to think that any incentive was required to people to build houses in this Colony in view of the rush there is whenever a new building is going up to occupy it. I think it is common knowledge that in every block of buildings every single house that has been put up in this Colony for some years past, there have been tenants almost before a brick has been laid and I cannot imagine that anything that has happened recently in the way of legislation is going to put any check on the demand for new houses being erected in this Colony. The amount of building that is going on at present for office accommodation and domestic tenements in the Colony is quite unprecedented, although during the nine or ten years I have been here the buildings that have taken place have been in excess of anything since the Colony was founded. That being the case, I cannot imagine how an exemption from the payment of rents, amounting to 15 per cent. of the annual value of the house, is going to either encourage or to stop the building which is proceeding or which is contemplated. The building which is contemplated is enormous as is shown by the next resolution which is coming before you. The plans that have been forwarded to the building office are such that it is almost impossible to keep pace with them. The staff of the building office is working much overtime. We are increasing it, but even with the increase we contemplate there are bound to be some delays such as have led to the next resolution being brought forward. To say that any encouragement is needed for the construction of new houses is, I would almost say, ridiculous. The only case which has come before us of the development of any urban district being in any way checked was in the case of 30 houses which it was proposed to erect in a central position. The Government was told that some of the premises of the project were needed for the construction of a new building, and the Government was asked to give an assurance that nothing that they would do would interfere with that position. The Government replied at once that there was legislation in contemplation which would affect those who wished to build new buildings and it would only be by some extraordinary emergency, where the public interests were very seriously prejudiced, that the Government would ever think of interfering. It seems to me that there is no case made out for this at all. Look at the rates in the Colony—15 per cent. If you were to ask any householder—and I would tell you they were about 75 per cent. and I think there is hardly any urban district at present in England where the rates are less than 50 per cent. Here they are 15 per cent. and I think that so far as the East is concerned that they are the lowest rates existing in any large city in any British port. I cannot see what the object of the motion is. Supposing we do say that new buildings will be exempted from rates for three years after their construction. I presume this resolution applies to both business premises and domestic tenements. Is that so?

The Hon. Mr. Pollock: To all of them.

The Hon. Colonial Secretary: Supposing we agree to exempt them for three years, what will be the result? Does the landlord exempt the tenants from all rent? Does he say, "I am going to charge you 10 per cent. less than I would as I say, if I were sure people have charged you?" Not a bit of it. He will simply take the whole of the rent and pay no rates. I think the mover and seconder and those members who have brought this motion have a wonderful idea of the altruistic motives of the landlord if they think this exemption of rates is going to make any difference except that it will reduce the revenue the Government will receive and possibly further taxation will be proposed later to make up for it. I do not say that it will, but still it is the logical result if this resolution is passed. I am afraid the Government is unable to accept the resolution as it stands.

H.E. the Governor: I am afraid I must express my agreement with my hon. friend in saying that the Government cannot accept the motion. But I do not feel so entirely unsympathetic as my hon. friend. If I am quite sure the effect of some such measure would be to encourage the construction of new houses I would be inclined to go some way to meet hon. members. I must confess that at present I am extremely doubtful on the point. As the Colonial Secretary pointed out it is a very small thing indeed and it is a little difficult to believe that any landlord will refrain from building because if he builds the tenants will have to pay 75 per cent. more rent. The hon. senior Chinese member rather startled me by saying that it was the common practice for premises to remain vacant for a year or two after they are completed. That does not quite agree with what we heard of the shortage of housing accommodation.

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Book with the concomitant sacrifice of revenue which the Colony needs now and will need more in the future. I do not make this as an actual proposition, but I should like to consider the matter. I should not like to commit myself at the present moment. I am afraid I cannot agree with the hon. member's motion as it stands.

The Hon. Mr. Pollock: Sir, with reference to this motion I would point out that a good deal of the argument of the Hon. Colonial Secretary tends to show that instead of asking for three years' exemption we ought to have asked for six years, because he says it is a very low rate here—a very trivial thing. If that is so, then we are asking for something which is very moderate indeed as a concession on the part of the Government because we are asking the Government to agree to a comparatively small matter.

H.E. the Governor: No, that is hardly so. It is a small matter to the landlord but to the Government it becomes large.

The Hon. Mr. Pollock: I think my friend, the senior unofficial Chinese member, made a very good point indeed. We have had experience of it at Hunghom and Praya East, that when you develop in outlying places—and so far as I can see there is not much room for development except in outlying places—it is difficult, as my hon. friend has pointed out, for the builder of houses to at once get tenants to occupy them, or if he can get tenants, to occupy them at an adequate rent. I think, Sir, that in view of the fact that my

(Continued on Page 4.)

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HONGKONG.

LEGISLATIVE COUNCIL.

(Continued from Page 2.)

hon. friend, who, of course, has a very long experience of this Colony, has been for so long a member of this Council and is capable of speaking for the Chinese, I ought to press this motion to a division.

The motion was then put by H. E. the Governor who declared it lost.

Hon. Mr. Pollock asked for names. The five Unofficials voted in favour and seven Official members against.

Speeding-Up Committee.

Hon. Mr. Pollock moved: That a Committee of three Members of this Council be appointed for the purpose of considering what measures can be taken.

(1) To facilitate the prompt acquisition by applicants of sites which they require;

(2) To facilitate the prompt passing of building plans.

With reference to the first part of the resolution, I cannot help expressing my regret at the answer which the Government have given, to-day, to the question which was put by Mr. Bird. It is clear from that question that the hon. member was only asking in respect of building sites in non-urban districts, and I can scarcely imagine that, in these cases, it is necessary to put up the land for auction for the purpose of ascertaining the exact sum which it will fetch at auction. Another point I have to urge, in that connection, is that it is common knowledge that some months, as a rule, are expended from the time an application is sent in until the land is actually put up for auction. During these months the applicant is held up, possibly put to a great deal of inconvenience, and, in a case only mentioned to me this morning, the applicant, because of the delay of six months which took place in putting up the land to public auction was put to a very considerable amount of expense by reason of the fact that the price of building went up very considerably in that six months. It is common knowledge that during the past year, the price of building has gone up, and has a tendency to do so, and, therefore, in the building of large business premises, one quite dreads to think what sum of money would be lost by such delays as have been experienced. The Colonial Secretary mentioned, just now, that the building office was overflowing with plans for new buildings, the staff is working overtime and there is not really sufficient to cope with it. With all deference to the Colonial Secretary, it seems to me that such a state of affairs is a rather serious indictment to bring against the Hongkong Government because, if the staff is inadequate to cope with the situation, then it ought to have been increased. I think that, if a committee of this Council were appointed, it is very likely that one of the points we should fix upon would be that the staff in the building office was inadequate, and the same opinion has been expressed to me, as a matter of fact, by an architect to whom I have spoken with reference to this motion. It is also very probable that we should find, on enquiry, that the surveyor's staff was insufficient. It is not only a question of surveying land; sometimes the surveyor may have to go out to the New Territories and, though the job may not occupy half an hour, it will cut considerably into his day's work. I think the Government should very carefully consider whether they will not, in the case of non-urban sites, refrain from putting the land up at public auction. It occurs to me that perhaps there is not sufficient decentralisation in the Public Works Department. We all of us appreciate the fact that, for many years past, the Director of Public Works has been a very hard-worked, almost an over-worked, official, and it seems to me time to adopt some system of decentralisation in that department. Far too many things are referred to the Director of the Public Works which need not necessarily be so referred, and one of the questions which may be considered by a committee will be whether it is not advisable to create a separate building department and make the heads of those departments responsible for the speedy carrying out of the work. If of this kind, instead of the over-worked Director of Public Works being the party ultimately responsible for everything, I have only thrown out a few general suggestions which I think the committee should look into and report upon. Mr. Bird, who will second, will no doubt be able to pass a criticism on the present system.

"Private Enterprise" a "Cert." The Hon. Mr. H. W. Bird: I trust this resolution will meet with your

EARLIER TELEGRAMS.

IMPERIAL AND FOREIGN AFFAIRS.

London, Sept. 1.

General Smuts had a huge reception. In a speech at a luncheon he recapitulated the efforts he had made when in London with a view to securing peace in Ireland. He declared that his services were requisitioned immediately he arrived and were exerted entirely from an outside viewpoint as a third party who had undergone curious experiences and bitter years in South Africa. He declared that he is still trying to keep in touch with the parties and is not without hope of seeing Ireland arise as South Africa had arisen.

The Premier dwelt on the importance of the Imperial Conference as regards foreign affairs, especially in view of America's withdrawal from international matters which left the British Empire as the only stabilising influence in world affairs. The Dominions had strengthened the hands of Great Britain to prevent the Upper Silesian question from dragging France and Germany into another war. He ascribed the handing over of the Upper Silesian problem to the League to the statements' realisation of the Dominions' dislike of militarism.

General Smuts referred to the naval rivalry between America and Japan who were launching a new problem on the world. He added that most of the British Dominions abutted on the Pacific and the Imperial Conference in making the most important contribution to the Pacific question did much for the future of the world. (Loud cheers).

RUSSIAN RELIEF.

Paris, Sept. 1.

Fears are entertained in France that little effective work can be accomplished for Russian relief on account of the attitude of the Soviet Government. The Foreign Office in a statement on the situation reproduces the report that Nansen concluded an agreement with the Soviet authorities containing a stipulation for opening a relief credit of ten millions sterling which should be placed at the disposal of the Soviets.

The former French Cabinet Minister M. Noulens, has been elected President of the International Committee of relief for Russia. It is stated that every care is to be taken to ensure an equitable distribution of succour irrespective of social class or creed. —Val.

U.S. MINERS ON STRIKE.

Charleston, West Virginia, Sept. 1.

Militia reinforcements have been ordered to Logan where striking miners collided with the police. One of the police and one miner were killed.

PRINCE OF WALES TO VISIT HONGKONG.

London, Sept. 1.

According to present arrangements H.R.H. the Prince of Wales concludes his tour of India approximately on the 11th. March. He is calling at Singapore, Hongkong and possibly Penang en route to Japan.

COTTON COLLAPSE.

New York, Sept. 1.

At the opening of the market cotton made a sensational decline of a hundred points. Later it rallied fifty points but closed from 52 to 75 lower.

BELFAST FIGHTING.

London, Sept. 1.

A fresh outburst of firing took place in several districts of Belfast late in the evening. The troops were called in and fired with salutary effect and quiet was generally restored.

COUNCIL OF THE LEAGUE.

Geneva, Aug. 31.

The Council of the League has examined various questions notably the status of the Aland Isles. The Council's decision on Upper Silesia is to be made known probably in the first week of October. —Val.

sympathetic consideration because Director of the Public Works, two there is no doubt that some steps unofficial members (one European should be taken to deal with the and one Chinese) and two matters referred to therein. With architects. That would relieve the regard to clause (1) of the resolution, building authorities of the responsibility of exercising its powers of modification and exemption. Three or four months, and more, and I would suggest that a few before any reply is received from the Government and, when the matters referred to therein, it generally takes the following form.—That the Government not having made up their minds how this particular district is to be dealt with, the application cannot be considered at present. I submit that the Government ought to look round and find out suitable land, decide upon their lay-out, and what means of transport and water supply can be afforded. They should not wait for applications to come along before they begin to think about the matter. The Attorney General, when introducing the Rents Bill, remarked that he thought the lack of housing accommodation was due, in some measure, to the lack of private enterprise. I entirely disagree with that suggestion. Private enterprise has never been lacking in Hongkong and if it is given a fair show it is a horse you can back without fear. But he is, perhaps, a little fretful and nervous, and if you keep him hanging about on the post the chances are that he will not start at all. An incident of this kind occurred, recently, where an applicant, after waiting 2½ months for a reply from the Government lost interest in the project and withdrew his application. As regards clause (2) of the resolution, if you should decide to appoint a committee I venture to suggest that the passing of the plans would be greatly facilitated if some permanent committee were appointed, consisting of the

criticisms that have been passed upon the Public Works Department. As to the motor pump mentioned by Mr. Bird there has not been a minute's delay because the pump was erected before the matter ever got to the Council. With regard to the staffing of the office I may say that the town has always been going ahead quicker than the staff had been able to keep up. The staff to-day is double what it was four or five years ago and, even so, it is not up to what it ought to be. There is no town that has gone ahead like this or one that presents greater difficulties to contend with. Also I may say, that even if we have a larger staff we have no accommodation for them; the office is congested everywhere; if you give us permission for ten more men we could not find room for them. With regard to decentralisation there is no one more anxious to decentralise than myself. As far as I can I leave matters to the heads of department and content myself with minuting them and forwarding them, but to gather up important matters in my own hands is absolutely essential. With regard to plans for building before I took charge, I had established a system that directly the engineer had finished a road I got him to indicate possible sites on the roads and for the last two or three years we have had plans to refer to the Government as early as possible for them to reserve plots and for the others to be put up to the public. The worst of it is people in Hongkong always want "spurs" and all kinds of places where no water pipes had been laid. It is not like towns at home where sites are regular. We are already dealing with many modifications that I hope will tend to bring lots for sale on the market quicker but at the present moment, I do not suppose there has ever been a time when there has been so many building sites in process of being dealt with. The number, in the last three months is double that in any other previous three months in the history of the Colony, and sometimes one lot represents twenty-five houses. With regard to building plans being submitted, we are undoubtedly under-staffed and the office in charge is overworked. I may say, his work is not rendered less by any little evasions that appear on plans sent in. I know architects have a right to do the best they can for their clients, but the staff has to look to the interests of the community to see that those evasions do not take place. We have also, very often, to see that the land proposed to be built on is actually the man's own; sometimes he is proposing to build on someone's else. Then again, something is sent in which is totally unallowable and the plans are sent back and the architect sends in the plans again and says "Perhaps they won't notice it this time." We do notice it, and back they go again and so on. At the present time there are more new buildings and new roads being constructed than ever in the history of the Colony and never has the work gone through in quicker time.

H.E. the Governor: I do not wish to say anything to prejudice the discussion of the committee but I cannot resist saying that I have been myself a member, president or secretary of many committees and I have never yet found a committee of five or six persons which did work in less time than one man did it. If six people are going to examine plans it would take at least six times as long as the Director of the Public Works takes. However, I have much pleasure in appointing a committee and suggest the members be the Director of Public Works, the mover of the resolution and Mr. Bird.

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"ATREUS"	9th September.	via Suez
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Hongkong, 18th August, 1921.

CONSIGNEES.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

The Steamship

"GINYO MARU"

From JAPAN PORTS

The above named Steamer having arrived on Wednesday the 31st Aug., consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignee's risk.

Storage will be assessed on cargo remaining undelivered after Wednesday, 7th September.

All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Thursday, 8th September, at 11 a.m.

No claims will be recognised after goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

Y. TSUTSUMI

Manager.

Hongkong, 31st August, 1921.

NOTICE TO CONSIGNEES.

OSAKA SHOSHEN KAISHA.

From NEW ORLEANS

via KOBE.

THE Company's Steamship

"HAMBURG MARU"

having arrived from the above

ports, Consignees of Cargo

are hereby notified that their

goods are being landed and placed

at their risk in the Hongkong and

Kowloon Wharf and Godown

Company's Godowns at Kowloon,

where delivery can be obtained

as soon as the goods are landed.

Goods not cleared by the 7th

Sept., 1921 will be subject to rent.

Damaged packages must be

left in the Godowns for examina-

tion by the Consignees' repre-

sentative and the Company's

Surveyors, Messrs. Goddard and

Douglas, at 10 a.m. on Wednesday

and Saturday. All claims must

be presented within Ten days of

the steamer's arrival here, after

which date they cannot be re-

cognized. No claim will be ad-

mitted after the goods have left

the Godowns.

No fire insurance whatever

will be effected.

Consignees are requested to

send in their Bills of Lading for

countersignatures immediately.

PACIFIC S.S. CO.

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Hongkong, 27th Aug., 1921.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship

"ABERCOOS"

having arrived from Portland Ore via ports, on 23rd inst. consignees are hereby notified that their cargo is being landed at their risk into the Godowns of The Hon Shan Godown Co., Nos. 16 and 17, Kennedy Town Praya, Hongkong, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on Sept. 3rd by the Company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after Sept. 5th will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

PACIFIC S. S. CO.

United States Shipping Board,

Emergency Fleet Corporation,

Managing Agents.

THE ADMIRAL LINE.

5th Floor, Hotel Mansions.

Hongkong, 27th August, 1921.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship

"KEYSTONE STATE"

having arrived from Seattle, Wash. via ports, on 29th Aug., consignees are hereby notified that their cargo is being landed at their risk into the Godowns of The Hon Shan Godown Co., Nos. 16 & 17, Kennedy Town Praya, Hongkong, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on Sept. 3rd by the Co's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claim will be recognized after the goods have left the Godowns, and cargo undelivered on and after Sept. 5th will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

PACIFIC S.S. CO.

United States Shipping Board,

Emergency Fleet Corporation,

Managing Agents.

THE ADMIRAL LINE.

5th Floor, Hotel Mansions.

Hongkong, 27th Aug., 1921.

ALFRESCO PARLIAMENT.

An open-air Parliament was held at the Isle of Man last month in the presence of many visitors, and new laws were promulgated in the Manx and English languages.

CONSIGNEES.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE and STRAITS.

THE Steamship

"KAMO MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, Today.

Goods not cleared by the 7th Sept., 1921, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co's representatives at an appointed hour on Tuesday and Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA

Agents.

Hongkong, 31st Aug., 1921.

"GLEN" LINE LIMITED.

NOTICE TO CONSIGNEES.

From UNITED KINGDOM,

PORT SAID, COLOMBO

AND STRAITS.

The Motorship

"GLENARA"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company. Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 5th Sept., at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Joddard & Douglas, on the 5th Sept., at 10 a.m. Claims against the steamer must be presented on the special form provided and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

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CONSIGNEES.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

THE Steamship

"TENYO MARU."

From SAN FRANCISCO via

HONOLULU, JAPAN PORTS,

SHANGHAI & MANILA.

From SOUTH AMERICAN

PORTS via SAN FRANCISCO,

HONOLULU & JAPAN

PORTS.

The above named Steamer having arrived on Wed., the 31st inst. Consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at Consignees' risk.

Storage will be assessed on cargo remaining undelivered after Wednesday, the 7th Sept., 1921.

All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Thursday, the 8th Sept., at 11 a.m.

No claims will be recognised after the goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No fire insurance whatever will be effected.

Y. TSUTSUMI,

Manager.

Hongkong, 31st August, 1921.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM

NAVIGATION CO., LTD.

Consignees per Company's

Steamer

"PYRRHUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 2nd September.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 8th September, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 22nd Sept., or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 1st September, 1921.

STOWE REPLICA OF ROYAL OAK.

At Stowe House sale high

prices were realized. Mr. Shaw

bought a gold silver weighing

50oz. at 675 guineas. Messrs.

Tuplin and Lowe, Nottingham,

gave 425 guineas for a bronze

replica of the oak tree in which

Charles II. hid, with a blue

enamel miniature portrait set in

diamonds of Charles I. Mr.

Shaw gave 350 guineas for a set

of three tapestry curtains in the

music room.

A RENTS CASE.

Judgment For Plaintiffs.

Judgment was given by the

Judge (Mr. J. R. Wood) at the

Summary Court yesterday in a

rents case in which the Tai Tung

claimed possession of No. 93,

Connaught Road West, from the

Foot Tug shop.

The case was heard last week.

Mr. F. C. Jenkin (instructed by

Messrs. Johnston, Stokes and

Master) appeared for the plaintiffs

and Mr. C. G. Alabaster (instructed

by Messrs. F. N. d'Almeida

and Mason) for the defendants.

In the course of a lengthy judg-

ment Mr. Justice Wood said that

after considering the way in which

the witnesses of both sides had

given their evidence he was satis-

fied that the plaintiffs' witnesses

had given honest evidence and that

the defendants' witnesses had not.

He also found that alternative ac-

commodation was available for

defendants. Judgment was given

for plaintiffs with costs. If the

SPARKLING MINERAL WATER.



Delicious either alone or blended with
wines and spirits.

A.S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

TELEPHONE 430.

Acknowledgment.

The wife and family of the late Mr. A. B. Edwards, desire to thank all friends for the many expressions of sympathy and beautiful floral tributes in their recent sad bereavement.

The Hongkong Telegraph

HONGKONG, FRIDAY, SEPTEMBER 2, 1921.

WAGES—REAL AND UNREAL.

Yesterday saw the enforcement of wage reductions in the case of two and three quarter million workers representing 55 trades. The sum involved is £500,000 weekly, giving an average of about 3/9d per head. The "cut" is of moderate dimensions in relation to present-day wage standards, but, coming on the top of extensive reductions a month ago, gives an impression that workers' pay is undergoing a bad spell. The reductions which became operative with August affected over three and a half million workers, the sum involved being something over a million sterling weekly. How far the two sets of reductions affect the same workers the available information does not reveal, but together the reductions work out at the rate of about eighty millions sterling per annum. The looks a hefty dig into the wage-bill. Divided out the sum is not so formidable. Although the trade slump cannot have been without its influence, the principle of the wage decreases rests chiefly upon the cost-of-living scale, by which remuneration had been increased out of all proportion to pre-war standards. During July the fall in living costs was slightly checked by the effect of the abnormal drought upon agricultural produce, but to-day there is a perceptible drop in H. C. L. as compared with high-water mark. Last year the increase over the July 1914 figure reached to around 150; it is now about 120.

While this means that people at home are still paying a good deal more than double what they were doing before the war, the statistics indicate that the downward trend has set in unmistakably. A detailed calculation would probably show that, if anything, wages have come down less than costs of living. In other words, there has been no reduction of "real" wages, but only a readjustment. With regard to many, probably the majority of, cases the reductions have been regulated by the index-figure. The workers will probably reply that the negative satisfaction of no loss in wages is not good enough; that what they want is a rise in real wages, to which they had put forward a claim before the war overruled everything. This aspiration is easy enough to understand and to sympathize with. The situation is that a period of reconstructive effort, particularly such a one as the world is passing through, is not an opportune time to press such a demand; and, although the problem has often been a thorny one, the workers are showing a practical realisation of this. Doubtless they have been partly actuated by a perception that it does not profit a worker to receive twice or ten times his ordinary pay under conditions which mean that he pays correspondingly more for his commodities.

Following an extremely troubled period, due most of all to the coal strike, the trouble in the engineering and cotton industries was averted, and the peaceful acceptance of reductions by the much larger number of trades that do not loom so largely in the public eye may be taken as an augury of greater harmony. This month an industry in which Hongkong has a special interest has to negotiate a wage question. The general body of shipyard workers accepted two 3s.-per-week reductions, leaving over the 12½ per cent bonus question. Having agreed so far, there is encouragement for believing that the parties will be able to compose the outstanding question, especially now that the joiners have at last come to terms over the special state-of-trade allowance. It is not only those commonly called the "wage-earners" that have to bow to economic factors; Civil servants and municipal officials are called upon to submit to similar revision. This process of deflation is a logical step towards an improvement in "real" remuneration.

NOTES & COMMENTS.

Our Housing Problems.

Our Legislators had a field day yesterday, and our readers have possibly read enough of the Council meeting not to need a great deal more. But we must be forgiven a few observations because we think that in matters affecting housing too much useful opinion cannot be given. We rather expected that the question put by the Hon. Mr. H. W. Bird seeking to do away with the rule of public auction governing sales of Crown Land would be turned down by the Government. After all is said and done public auctions are the best, for sales by private treaty might give rise to very much more criticism than the present delays. The present system is all right, it is the atrociously long time taken by the P.W.D. to put the site up and pass the subsequent building plans. Mr. Pollock had a good dig at the Government on this matter and his criticism was every bit justified. He, with Mr. Bird and the Director of Public Works, have now been constituted a Committee to see what they can do to facilitate the prompt acquisition of sites and the prompt passing of plans, and so the public may safely leave the matter in the hands of these expert-enthusiasts. Mr. Pollock's idea of stimulating building by the exemption of all new buildings from the liability to bear rates would have been a good one if he had brought forth convincing arguments and facts to show that the rate of building has been seriously interfered with by reason either of the existing rates or the recent Rents Ordinance. He did not. And the opposition of the Government was to be expected seeing that it wants all the money it can get to help its financial year. Our present assessment rate standing at 13 per cent, is, as the Hon. Colonial Secretary pointed out, extremely low, and we only opposed the recently contemplated increase of it because it would fall on the already overburdened tenant. As at present worked our assessment rate is, very largely, not an assessment rate at all: it is a rental rate. When the Government independently assesses all property the tenants of the Colony will be much better pleased. Approval of housing is the question of military lands, but Mr. Pollock's resolution did not go beyond a pious expression of opinion to which the Government could easily give its support. The speech of the G.O.C. is a little encouraging, but when the public hears of some really concrete step being taken it will be more convinced than it is at present. Taking yesterday, all in all, it was more than usually productive.

Sewage Disposal.

The long-awaited report of the Committee appointed to consider the feasibility of extending the system of water carriage in the Colony by pumping up salt water from the harbour and the provision of suitable piers for that purpose was made public yesterday. The substance of the recommendations is extremely interesting. There can be no question regarding the superior advantages of a water-flushed sewage disposal system as compared to the present methods, but the Committee straightaway cut out from their deliberations all the Chinese quarters of Hongkong and Kowloon and went on to consider the other areas. That it might be wise to start in a small way we are not prepared to challenge, but we cannot agree with the first reason the Committee gave for their action, namely, that the areas in question are mainly taken up by Chinese tenement houses whose occupants would not be likely to appreciate it. Such occupants must be made to appreciate it, sooner or later. Most of us don't like medicine but when we are sick we have to swallow it. It's just as well to point out that because in matters vital to health one can't afford to consider appreciations or non-appreciations. To pass on. The Committee found that in the districts it did consider, namely, the Peak, the Middle Levels and Kowloon Point, it would be very much cheaper to use fresh water gravitating from reservoirs than to pump sea water to sufficient heights. For the Peak the Committee thought that it might have a water-carriage system so soon as the necessary additions to the Peak pumping plant (now on order) are installed. So that's all right. For the Middle Levels a very much greater quantity of water would be required and as the sanitary advantage

DAY BY DAY.

MODESTY, NOT PAINT, IS WOMAN'S BEST ORNAMENT.—*Author Degen, London press.*

The engagement is announced of Miss Rose Edkins to Lieut. A. D. Nicholl of H.M.S. Bluebell.

We learn that the European staff of the Kowloon Dock will be holding a gala on the beach at Tai Wan—in front of new quarters—on the afternoon of Sunday 11th Sept. at 3.15 p.m. No fewer than 16 events have been arranged and a good afternoon's sport is promised.

An eighteen year old Chinese female endeavoured to commit suicide yesterday by jumping into the harbour. She was rescued by some boat people and removed to the Government Civil Hospital. This morning she was sent to the Secretary for Chinese Affairs.

Lieutenant Hugh Dixon, D. S. C., has been posted to the special service ship Alacrity on the China Station. He won the D.S.C. in the late war by exceptional good leading in action. Commander D. C. Pillans has been lent to the Australian Fleet for two years. He is well known on the China Station.

To-morrow's Pictorial Page will contain a group taken at the launching of the s.s. Kwangtung at Tai Koo Dock; portrait of Mr. K. H. Kamei, Manager of the local office of the Nippon Yusen Kaisha; group of members of the Hongkong Clerk's Association and several groups taken in connection with the activities of the Chinese Y.M.C.A.

Major-General Sir H. C. Holman, who is appointed D.Q.M.G. in India, was for three years in the Devonshire Regiment, prior to transfer to his present service in 1892. He has had considerable service on the staff, and had field service in Burma, China, Russo-Japanese War (Military Attache), and in the late war (promoted to colonel) and major-general, K.C.B. and C.M.G.

Many Japanese visitors to London this summer have in a solemn street in Earl's Court, W., stepped through an ordinary English front door into a Japanese house, with paper-covered windows and dwarf trees and lacquer ornaments and cushions upon the floor for seats. The house belongs to Mr. Gonnuske Komai, the Japanese poet. A real Japanese room has been fitted up by a Japanese carpenter—L. and C. Express.

The President of the Chinese Republic has conferred the decoration of the Order of the Striped Tiger on the following British Naval officers in recognition of their services during the war: Admiral Sir A. L. Duff, K.C.B., First Class; Captain R. G. H. Henderson, C. B., Third Class; Commander N. A. Woodhouse and Paymaster Commander H. Miller, D.S.O., Fourth Class; Lieutenants C. J. M. Lang and R. R. Stewart, Fifth Class.

The unusual care displayed by a smuggler in concealing a quantity of cigarettes between the linings of his jacket, so that it had the appearance of being quilted with the cotton, called forth from the Magistrate (Mr. R. E. Lindsell) a heavy penalty this morning on the ground that this device revealed the man to be a singular smuggler. The man was fined \$50, which his worship explained, was double the usual penalty in such cases.

would be less "any scheme should wait until there is more water stored in the Taitam district. Kowloon has enough water now but might not have in view of the rapid growth of the district, therefore any scheme should wait until there is an extension of the present Water Works. Only the Peak therefore qualifies. There was a lot more in the report of interest, but the main recommendation is that any district that gets a water-flushed system should, by means of a special rate, pay for it. Are Peak residents prepared to pay? If they are they should have the system straightaway. The public would like an expression of opinion from the Government whether it will consider extending the water storage so as to give the Middle Levels and Kowloon a chance. The report is a valuable one and its advice should, in the main, be acted upon.

THE BOOKSHELF.

(By "Librarian.")

A SCANDINAVIAN NOVELIST.

"Since the death of Ibsen and Strindberg, Hamsum is undoubtedly the foremost creative writer of the Scandinavian countries"—so writes Mr. Edwin Bjorkman in an introduction to Knut Hamsum's novel "Hunger," a translation of which by Mr. George Egerton has been published by Alfred A. Knopf, New York. The narrative, it may be premised, belongs to that class of works which are called novels because they cannot very well be put into any other category. In character, the volume is something between an essay and an autobiography; or, since it refers merely to a period in the central character's career, it might be regarded as a diary. The work begins at no particular point and leads up to no particular situation; the formal words "the end" might have been appended to an earlier page or held over for many more pages. Similarly, the work consists of four "Parts" (there is no other division), but the arrangement appears to be quite arbitrary. Another peculiarity is that the central character has no name, or does not give one, except an improvised one to the poor-law authorities, when his impecuniosity, which is of the chronic kind, drives him to seek a night's shelter. The use of the first person throughout, coupled with the absence of any separate identity in the narrative, tends to give the volume a directly autobiographical nature, and as the experiences of "I" correspond pretty closely with those of Hamsum himself, it is evident that, as Mr. Bjorkman intimates in his informative preface, such was the intent.

"Hunger," it must be said, is a remarkable work in its seriousness and intimacy. The incidents themselves are often commonplace, even trifling—but they are set down with a minuteness and a frankness that give the work a character of its own. "I"—Andreas Taugen, as the protagonist describes, or misdescribes himself, on his aforesaid visit to the casualty ward—is an unattached journalist with the free-lance's vague dream of greatness. The scene is pitched at Christiania, and we first look upon the aspirant in his little garret—time out of mind the abode of unacknowledged genius, in Norway as elsewhere. The details of the room, down to the mural painting of old *Morgenbladet* numbers, are pictured with the exactitude that is a leading characteristic of Hamsum's style. Soon we get an insight into "Taugen's" curious mental make-up. He has had little food, but, raising his head from his waistcoat, immediately bestows a shilling upon a mendicant and spends the remainder upon refreshment, exhibiting even more than usual of the litterateur's improvidence.

We follow the hero through all his meanderings (during which he indulges in much introspection), one day seeking a post as spare-time accountant, another day trying for a vacancy in the fire-brigade, where his good physique is counter-balanced adversely by his bad eyesight, what time he is scribbling articles and essays, generally too *high-falutin* for the local editors, and a drama, which he tears up in his pique or aberration. "Taugen" confesses at times that he has doubts about his sanity, so the reader may be pardoned for sharing them. How far they are to be attributed to the slings and arrows of outrageous fortune and how far to the hero's singular mentality is one of the puzzles of the narrative.

All sorts of characters, some prosaic, some whimsical, flit across the scene, among them a fair lady, but only strut their hour, or moment, while the itinerant scribe continues his chequered career in the midst of exigent landladies. In the end he gets sick of the pen—only for a time, one surmises, for, as Kipling sang years ago now, once a journalist always a journalist, and the instinct is strong in the quasi-Hamsum. The last we see of him is when he ships for Leith as an odd hand.

Where the work bears an unsatisfactory aspect is in relation to the chief character's development or non-development. No progress is revealed; we learn him as we found him, not only with respect to pocket, but in regard to character. The narrative has a large

psychological element—"I" is continually indulging in self-questioning in his efforts to penetrate the secret of things; yet there is no advance. This is what surprises me, when Mr. Bjorkman virtually brackets Hamsum in creativeness with the Scandinavian masters. We must not forget, however, that the Nobel prize-winner strikes a new note in his maturer work. "The Growth of the Soil," the production which probably most influenced the award, as far as "Hunger" is concerned, the work has the merit that, in spite or because of its peculiarities, no one is likely to leave it half-read.

It is not often, relatively, that a lady humorist comes to light in the world of letters. Mr. Jerome, who has himself undergone a different phase, appears to have no literary sisters—at least not many. A claim may be entered, however, on behalf of Miss Florence Fitzpatrick, whose "Educating Ernestine" (London, Thornton Butterworth) comes as a boon. "Educating Ernestine" is an example of how a very well-worn theme—the young Australian heiress who comes to London to be launched by impecunious but exalted relatives—can be handled by the right person so as to make it appear as fresh as paint. The story is nothing: it is the characters that give the book its deliciousness, the skilful combination of reality and caricature that they reveal, and their ridiculous sayings and doings. They are all good, but especially Lady Althea. Miss Fitzpatrick has produced a thoroughly delightful and rejuvenating book.

TO-DAY'S MISCELLANY.

Mr. John Tweed, who is to execute the Kitchener Memorial, had the great good fortune to be a pupil of Rodin, whose power of inspiring genius in others was as remarkable as his own achievements. The great and enduring public work done by Mr. Tweed renders the more ridiculous the story of his commission 18 years ago, to finish the incomplete Stevens monument to the Duke of Wellington in St. Paul's. Fierce denunciations rained upon the artist and his selectors, and a great controversy raged in the Press, until it was disclosed that Mr. Tweed's share of the work was limited to one hoof and part of the tail of the Duke's horse.

Mr. John Drinkwater has set a fashion with his play, "Abraham Lincoln," by taking a great historical character and depicting in a series of scenes episodes in his

SHANGHAI CABLES.

The S.S. Cordillera.

(From Our Own Correspondent.)
Shanghai, Sept. 2.

Three freighters and five tenders hope to pull off the S.S. Cordillera into deep water to-day, with the strong tide.

A Demurrer Filed.

The National Philippine Bank has filed a demurrer, asking for the striking from the records of Attorney Fleming's answer and counterclaim.

Railway Stoppage.

Railway officials anticipate the resumption of the service in a few days. The route to Mo Kan Shan is still interrupted.

Heavy Rains.

The rainfall for the past forty-eight hours has been three-and-a-half inches.

CENSUS CAUSES A TRAGEDY.

Worry caused by his responsibility for the census returns in Taunton led to Samuel Robert Chapman, a relieving officer, taking poison. At the inquest his accounts were reported to be in perfect order.

Life. In "Mary Stuart" he follows his own fashion, and has he not taken Cromwell as the protagonist of another episodic drama? In the meantime, two young writers, H. F. Robinson and Clifford Bax, have made a similar play in episodes entitled "Shakespeare," in which the poet is represented at five stages of his career. It is an interesting experiment, and, as Professor Pollard says in his preface, "raises a hope that the English drama may escape from the monotony of artificial plots into the rich variety of human life by becoming biographical."

An average glass-house in Guernsey is about 1,000ft. in length, and from his two crops a year the grower nets a profit of £1 a foot! Such golden cultivation, of which our allotmenters can only dream, was introduced into the Channel Isles by a Guernsey clergyman some forty years ago. He suffered the usual ridicule of the pioneer, but when the islanders saw the wonderful crops raised they adopted his methods with one accord and vast success. Yet even now Guernsey growers, prosperous with their glasshouses, unsparring sunshine and fertile soil speak with awed whispers of the wonderful crops which followed the frosty winter of 15 years ago. It is almost the only frost in living islanders' memory, and they recall it for its miraculous effect in producing an unprecedented bumper harvest.

Between Ourselves

By Robt. MacWhirter.

Aye, I'll admit that I'm feeling none too chirpy this morning. I'll no go the length of saying that I'm unwell, but man I wish folks would get married on a Saturday. I met MacPherson just opposite the post office this morning and he was as full of sympathy as our neighbour's dog is of fleas. He had to know all about the affair, the kirk, the reception, what she was dressed in and the times the piper played. Who called him a piper anyway? "There would be plenty to eat," said he telling me something and asking me another thing at the same time, as only a Scotsman can. Mac, he would spear the guts out o' an empty kerosene tin.

"Aye" says I "and there was plenty to drink an' a." "So I notice," says he, "and that's how the fight started. As I said to him later, after he'd got his breath and his ears back to their natural colour, you wasna' drinking; it was an experiment."

Ye see many's the time I've had champagne on the top o' whisky. What's the use of St. Andrew's Ball onyway if ye dinna' get your money's worth. I've often wondered what would happen though when the order was reversed—whisky on the top o' champagne. I know now.

We regard to effect there's no a hair's breadth to draw between them. As a means o' making ye cantankerous, breaking into other folk's houses and helping yourself to their stimulants, giving ye a bobby dazler o' a shooting pain above the left eye, you mixture's just perfect. Champagne takes a lot o' drowning mind I'm telling ye.

It's a costly process into the bargain, but still, that can be got over provided its other folks whisky.

I was quite pleased wi' the process—at the time—but Janet, she didn't seem what ye might say just exactly tickled to death. I mind fine explaining to her as we went home just exactly how I felt and what a fine mixture it was. She said that however much I felt like a martyr to science she wished I wouldn't talk so loud. She said more than that. She said a mixture like that might be all right for a motor car but it wasna' the best thing for the breath. She must have said a lot more still for I fell asleep in the middle o' it all. Looking back on it a', it was a highly successful wedding, right from the moment I had to button Janet up the back till the best man made the lower tier o' your bridecake look like a stone quarry and the happy couple were on their rice and confetti laden way.

It brought back old times. We had no champagne at our wedding, though one man had to be taken home in a cab quite early on in the evening. Of course, that wasna' to be wondered at, soda water no' being invented then. We went to Peebles for our honeymoon, aye Peebles for pleasure. A fine place Peebles, but man, awfu' lonely.

But to come back to yesterday, it certainly was a grand affair, nothing to pay except your rick-sha, there and back. And man, the bride looked bonnie in yon brown dress. I wish them every luck.

But who called you blighter a piper onyway?

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Plain Silk

and

Voile

Assorted Colors

Assorted Sizes

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THE "MUI TSAI" QUESTION.

Little Girl Tied up, Beaten and Burned.

Before Mr. R. E. Lindsell at the Magistracy yesterday Li Sau-chan, concubine of a Chinese merchant, living at No. 20 Hillier Street, was charged on remand with ill-treating her servant girl, 10 years old.

When defendant was first charged before the Magistrate it was alleged by the police that she burned the girl's face with matches and beat her with pieces of bamboo, one of which produced bore blood stains.

Mr. F. X. d'Almada appeared for the defence. He, however, did not appear in Court until the girl's evidence was nearly completed.

Dr. W. B. A. Moore, Medical

Officer in charge of the Government Civil Hospital, gave evidence as to the condition of the girl when he examined her in hospital on the evening of the 18th. ult. The girl, he said, was suffering from a superficial burn over her left ear and she had dried up sores on her face, two on her right cheek and one on each of her upper eye lids. There was a recent burn mark on her right forearm and also several scab sores which might have been the result of burns. On the left forearm there was also a superficial burn just below the elbow. There were several dry sores on the left wrist, which might have been caused by other injuries. The nail of the fourth finger of the left hand was blackened. There were three superficial burns on the right and left insteps. Witness noticed a small mark, practically healed, on the

girl's left buttock. The girl appeared to have been well-nourished and was intelligent. All her injuries were of a superficial nature and would not leave any after effects.

In reply to his Worship Dr. Moore said that the girl's burn marks might have been caused by the application of lighted matches.

Sun Sai Hai, the servant girl, a short, slender figure, who appeared to be slightly younger than her age as given, said she had been a mistress to defendant for five years. She remembered her parents. "My mistress was not kind to me," continued the girl. "She often beat me with a piece of firewood."

At this stage Mr. Lindsell asked Dr. Moore if he found any bruises on the girl. Dr. Moore said the nail of the fourth finger of the girl's left hand was blackened.

Continuing, the girl said her mistress tied her hands behind her back with a cord and fastened her to an iron bed several times, alleging she was naughty. Her legs were not tied. Her hands were tied in such a manner that it was impossible for her to walk or even move. "Once my mistress took out a piece of burning charcoal from a chatty with a pair of tongs and burned my face, arms and feet with it," said the girl. "It was painful. My mistress did it once; she alleged I was bad. All the burns I have were done at the same time. I was often beaten. I was taken to the Police Station the day after I had been burned."

The Magistrate: What particular offence had you committed to offend your mistress that she should have burned you with charcoal like this?

The girl: She alleged that I was bad and was not doing my work.

Witness added that when she was burned the other inmates of the house were absent. The sores on her wrists and the mark on her buttock were the result of thrashings administered by her mistress. A coil of cord and two bamboo slabs, produced, were recognised by the girl as the articles which were used by defendant when she punished her.

The Magistrate: You said you were beaten with firewood?

The girl: I call the bamboo slabs firewood.

The Magistrate, to the girl: Couldn't you struggle and run out of the house when your mistress burned you?—No. I was burned in the kitchen. The door was shut.

Cross-examined by Mr. d'Almada, the girl said that sometimes the brother of her mistress's husband visited defendant, but he had not quarrelled with her mistress. Witness remembered her mistress's brother-in-law once struck a houseboy employed by defendant. Her mistress had a dispute with her brother-in-law over some jewellery some time ago, in consequence of which defendant went to the Police Station and made a report.

Mr. d'Almada: You have been taught by defendant's brother-in-law to speak evil of your mistress?

The girl: Yes.

The Magistrate: The whole story you have told us this afternoon had been taught by defendant's brother-in-law—I was burned.

Sergeant Stimson, who prosecuted, asked his Worship to take into consideration the girl's age. The girl might have been a little nervous when the question was put to her.

Mr. d'Almada said his question was very simple.

The Magistrate, to the little girl: Did defendant's brother-in-law teach you what to tell the police?—Yes.

In reply to further questions by Mr. d'Almada the girl said that on the 18th her mistress beat her, alleging she was lazy. She was also accused of stealing, eatables, but she did not steal. She was not flogged with a rattan; she was burned.

Dr. Moore was recalled for cross-examination by Mr. d'Almada.

In reply to Mr. d'Almada's questions Dr. Moore said that burns were different from ordinary scratches, in that the injuries of burns were all blisters. This was not so in the case of a scratch. Blisters could be caused by the heat of chemicals and strong liquid.

Mr. d'Almada: Could the little girl have scalded her left ear?

Dr. Moore: Possibly.

Mr. d'Almada: Could the burns on the left and right insteps of the girl have been the result of the girl having been scalded?

Dr. Moore said that he could only say that they were burns.

So Wah Sang, master of a Chinese bank, No. 6, Hard Street, the

DAIRY FARM NEWS.

FRESH AUSTRALIAN BUTTER

"Daisy" Brand ... \$1.45 per lb.
"Dairy Maid" ... 1.35 "

CHEESE

Gouda (Full Cream)... \$1.25 per lb.
Australian Cheddar ... 1.00 "
Picnic (own make)50 a Jar.
Coulommier (own make)40 per pat.

FISH

Fillets ... 80 cents per lb.
Haddocks ... 70 "
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Red Herrings... 30 "

THE DAIRY FARM, ICE & COLD STORAGE CO. LTD.

NESTLE'S RECIPES

"Cream
Confections"

The VARIOUS RECIPES which have been appearing from time to time in the advertising columns of this Journal were taken from a NESTLE Publication known as "CREAM CONFECTIONS." This little booklet contains no fewer than 77 recipes of dishes from Swiss to Savory. Write or telephone us (1273) for a free posted copy.



NESTLE'S REAL CREAM

Obtainable at Lunn, Crawford
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TWO SIZES

5½ oz. ... 50 cents per tin.
11½ oz. ... 90 "

brother-in-law of defendant, deposed that defendant's husband went to Fukien on the first moon this year and was expected to return in the ninth moon. He visited defendant once or twice every month to supply her with money and provisions on the instructions of his brother. When he went to defendant's house on the night of the 16th, ult. he heard the defendant's husband crying. The stair door was shut and he therefore did not enter the house. He lived opposite to defendant and had frequently heard complainant crying, but the latter had not wept so bitterly as on the night of the 16th. Next morning he repeated his visit to defendant's house where he saw defendant's houseboy who had been dismissed. He also saw the mistress, but not defendant. The following day he paid another visit to the house, and again could not see defendant. The mistress was crying. She bore marks of having been beaten. The girl apprised witness that she was beaten, burned and tied to a bed by defendant on the night of the 16th. After waiting in the house for an hour witness reported the matter to the police.

Examined by Mr. d'Almada, witness claimed to be on good terms with the accused. When asked why he did not wait for defendant's return on the 18th. to reprimand her for her conduct towards the girl, witness said he had advised his sister-in-law on several occasions to give better treatment to her servant girl, but defendant took no notice and told him "Mind your own business." He was disgusted with the clandestine visits of the dismissed houseboy to his brother's house, and on 17th. ult. he turned the houseboy out of the house. He did not make allegations against defendant of misconduct with the houseboy. The houseboy was wearing the gold watch and chain of witness's brother on the 17th. and witness snatched the jewellery from the houseboy. The watch and chain had been left to the care of defendant and were now in police custody.

When asked by the Magistrate whether he knew defendant had made a report to the police some time ago about the jewellery Sergeant Stimson said he believed defendant had had a row with her brother-in-law over the jewellery.

In reply to further questions by Mr. d'Almada, witness said his brother's household consisted of defendant, an amah, the *mui-tai* and the dismissed houseboy. He also questioned defendant's amah on the assault on the servant girl, and the amah supported the girl's story.

Mr. Lindsell asked Sergeant Stimson why the amah had not been called to give evidence. Sergeant Stimson replied that the amah absconded after defendant's arrest.

A Chinese constable said when he visited defendant's house on the 18th, the servant girl handed the bamboo slabs and the coil of cord to him.

At the conclusion of the evidence Mr. d'Almada said his client admitted that she flogged the girl on the 16th, but denied burning her. Mr. d'Almada referred his Worship to the girl's statement that she had been taught by her mistress's brother-in-law to speak against defendant.

Mr. Lindsell said the girl's statement was that she had been taught to say what she had said, but all was true.

Defendant in her evidence said she beat the girl on the 16th, because she stole food to eat in the kitchen. She did not burn her and could not account for her burn marks. Bad feeling existed between her and her brother-in-law, who once threatened to stop her allowance and turn her out of her house. She remonstrated with him and refused to leave the house until her husband returned. The Magistrate: You have absolutely no explanation as to how the girl got 10 to 12 burn marks on her?

Defendant suggested that her brother-in-law or her amah, who was also antagonistic to her, might have burned the girl with a view to getting defendant into trouble.

The Magistrate said he regarded the case as a particularly serious one and sentenced defendant to three months' hard labour.

WELL-KNOWN JUDGE TO MARRY.

Mr. Justice Horridge, the Divorce Court judge, is shortly to be married to Mrs. May Sibel Markham. The wedding will take place at All Saints, Epsom, gardens. Mr. Justice Horridge is a widower.

NOTICES.

J. T. SHAW

TEL 692

NEW STOCKS

RECEIVED
OF THE FOLLOWING

LEATHER BELTS

IN BLACK, TAN AND WHITE

SOFT COLLARS

IN PIQUE AND ZEPHYR

SILK SOCKS

IN BLACK, WHITE, GREY, ETC.

CELLO GARTERS

IN WHITE, BLACK, TAN, GREY, NAVY, ETC.

GOLF HOSE

ALL THE NEWEST SHADES.

TAILOR AND OUTFITTER.

NEXT DOOR HONGKONG HOTEL.

Wm. **Powell** Ltd.
TELEPHONE 3146

SPECIAL CLEARANCE

SALE

OF GENTLEMEN'S

BOOTS and SHOES.

There are a good assortment of BLACK and BROWN BOOTS in sizes 7½, 8, 8½, 9, 9½ which are being offered at \$12.75 per pair, these goods are worth \$18.50 to \$25.00 per pair. Gentlemen wearing these sizes should not miss this opportunity.

COCKTAILS.

CALDBECK'S MANHATTAN
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FRENCH LESSONS.

G. MOUSSON,

15, Morrison Hill Road.

TSANG FOOK PIANO CO.,

MAKERS, EXPERT TUNERS & REPAIRERS.

Telephone 2127. 94a, Wanchai Road.

WHEN YOU THINK OF
BETTER SOUP & PUDDINGS

THINK OF

THE HING WAH PASTE MFG. CO., LTD.

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MANUFACTURERS

OF

MACARONI, VERMICELLI, PASTE

STARS, EGG NOODLES &c.

RING UP—2230.



HALL'S DISTEMPER

THE KING OF WATER PAINTS

Its brilliancy, washable, and high discolouring qualities make it the ideal wall covering for your home or office.

Handled by all Contractors and Painters.

Write for our Brochure "How to Decorate your Home" to

WILLIAM C. JACK & CO., LTD.

Sole Agents
Hongkong & South China.

CAMERA NEWS



Her Majesty, Queen Mary, "trying her luck" for charity—at a garden party given at St. James Palace for the benefit of St. Thomas' Hospital.



Yale-Harvard athletes defeated the Oxford-Cambridge team in the international field meet held at Harvard Stadium. Picture shows Krogness, Harvard, winning the 120-yard hurdles.



The garden fete at King's College Hospital, London, was opened by Mrs. Lloyd George. This shows her staking a claim for hidden treasure.



More than a thousand children in bathing suits were on hand recently for the demonstration of the City's street shower bath, New York. Mayor Hylan turned on the water and other city officials were on hand to see the youngsters enjoy themselves under the spray. The fire department band played.



This picture, from Bolshevik Russia, shows Kalinin, chairman of the Moscow Soviet, and one of the most influential national Bolshevik leaders, hearing pleas and complaints of Russian peasants. The picture was taken on a recent tour, in which Kalinin visited the country districts to hear appeals and find out the peasants' viewpoint.

DOINGS OF THE DUFFS

Tom has a Hard Life.

BY ALLMAN



Announcing a Business Convenience

The Travelers Cheque Exchange Order



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As the originators of the Travelers Cheque, thirty years ago, it has remained to the American Express Company to initiate many improvements in this safe and convenient means of carrying funds in travelling. The latest of these is the

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Issued in the amount of \$500, the Exchange Order enables the business traveler to carry large amounts of insured funds compactly, without bulk, and readily convertible into every-day spending cheques of smaller denominations.

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AMERICAN EXPRESS COMPANY

HONGKONG.

C. H. BENSON,

MANAGER.

THE STRANDED SHIPS. Cordillere Rights Herself.

A surprising development occurred in reference to the M. M. Cordillere, which went aground at Tung-sha Spit, as previously recorded. As the vessel took a list of 29 deg. the officers and crew were taken off. With the slackening of the tide the list became less pronounced, and the crew returned at 10.30 p.m. on the 24th ult.

Interviewed the following day, the Shanghai representative of the Messageries Maritimes said: "We have more hope. A tug went down yesterday afternoon says the N. C. D. N. of the 26th ult. with the remainder of the crew, so that the full ship's company is now aboard again, and ready to cope as far as possible with any emergency that may arise. For the moment, it is almost impossible to attempt to remove any more of the cargo and, even if this could be done, it is said that it would be prejudicial to the safety of the vessel. Accordingly, she will be securely battened down."

THE MORE FORTUNATE GLAUCUS.
The Blue Pinnel str. Glaucus is fortunate, in being laid up in a position where the currents are not so dangerous, but even if the freighter were lying in the immediate vicinity of the Cordillere the former ship would cause far less anxiety, being built more generous lines, states the same paper. For some distance from stern to stern below the water line she is comparatively flat and therefore, lies on a more even keel. The ship at low water is listing only slightly.

YOUR GLASSES SHOULD GIVE REST

and comfort to your eyes. If they do and if the mountings are properly adjusted, they are All Right. Do not be satisfied unless they are. There is no comfort in spectacles that are merely "good enough." They are either Right or All Wrong. If your glasses are in need of changes, adjustments or repairs, send them to the Hongkong Optical Co., Successors to Clark & Co. Refracting and Manufacturing Opticians (the originators of manufacturing Tonic lenses in the Colony) located in 53, Queen's Road Central. They have the equipment to adjust your glasses to a nicety.

CINEMA JOTTINGS.

A Picture Worth Seeing at the Coronet.

"One Hour Before Dawn" which was shown at the Coronet last night more than fulfilled expectations, which were high. It is a well-balanced and logical drama produced by a director who has the gift of instrumentation. There is none of that straining to make a picture "big" which frequently proves so irritating, because there is no need for it. Relieved only here and there by flashes of real humor (the new lady who will marry her daughter to a society man is daughter of the drama moves with lightness and inevitability. It leaves one pondering. Can hypnosis be made a power for good? By means, for example, could we be persuaded into doing the many things we mean to do and want to do but do not do because we are too readily swayed into leaving the broad and uninteresting highway of duty for pleasant dalliance in leafy lanes? By its means, again, (and here is the problem of the play) can a good man's will, however strong, be lulled to sleep under mesmeristic influence and the man himself prompted into doing evil into committing murder, in fact? We do not know, nor shall we know until hypnosis is taken from the hands of charlatans, who appear in low music halls and is studied as an exact science. Osgood in "One Hour Before Dawn" is just such a charlatan. Clayton, the author challenges his power and agrees to a test. He is ordered to commit a murder one hour before dawn and that murder is committed. He believes himself guilty of obeying Osgood's whispered order. There are the elements of a big story here; a love and (of course) jealousy, a bit well and serve up with a little humor for dressing and you have "One Hour Before Dawn," the best picture we have seen for many a long day.

Among the names for new road on the lifford section of the Deontree estate approved by the Housing Committee of the L.C.C. are the following: Chadway, Fosseway, Farmway, Greenway, Sylvanway, Crossway, Fieldway, Linkway, Groveway, and Bushway.

PORT INTELLIGENCE.

The following shipping and mail intelligence has been corrected to noon to-day—

Vessels Arrived.

Vessel	Agents	From	Mooring
Sandon Hall	Bank Line	New York & Manila	Halta Wharf
Lee Sang	M & Co.	Bangkok & Swatow	C 43
Chuanan	R & S	Shanghai & Swatow	Halta Wharf
Pyrrhus		Liverpool & Singapore	C 16
Wahu	P & O S N Co.	Hongkong	Kowloon Wharf
Eastern	Admiral Line	Melbourne & Manila	C 19
Lake Farrar		Singapore	West Point
Olympic	P & M S S Co.	Shanghai & Swatow	C 14
Cadillac	Strathern & Dixon	San Francisco & Cebu	C 15
West Jena	Y & K	Yokohama & Moji	Kowloon Wharf
Yoshiaki M.	N Y K	Shanghai & Amoy	C 17
Peking M.		Yokohama & Shanghai	C 18
Sudo M.	M B K	Keelung	C 41
Mogami M.	Hing Lee	Pakhoi	C 41
Changwa	Kwong Yee Wo	Hankow	C 35
Sichow	M B K	Wakamatsu	C 49
Taisho M.			

Clearances.

Vessel	Agents	Where Bound	Departure.
Sudo M.	N Y K	Singapore & London	2nd Sept.
Pyrrhus	B & S	Hobson & Rungtung	
West Jena	Strathern & Dixon	Shanghai & San Francisco	
Anso M.	Y & K	Shanghai	
Sandon Hall	Bank Line	Canton	
Wahu	B & S	Singapore & Calcutta	
Yoshiaki M.	N Y K	Canton	
Cadillac	M & Co.	Shanghai & Yokohama	
Pyrrhus	P & M S S Co.	Swatow	
Longway	M & Co.	Swatow	
Hanching	D L & Co.	Swatow	
Borealis	A P C	Swatow	
Peking M.	N Y K	Canton	3rd Sept.
Kinco M.	Ray & Falmes	Mop	

Impending Departures.

(Compiled from our Shipping Advertisements.)

Vessel	Agents	Destination	Sailing Date
Sudo M.	N Y K	London	2nd Sept.
Atreus	P & S	New York	2nd
Hanching	D L & Co.	Swatow	2nd
Longway	M & Co.	Manila	2nd
Wahu	B & S	Hankow	2nd
Yoshiaki M.	N Y K	Hankow	2nd
Cadillac	M & Co.	Hankow	2nd
Pyrrhus	P & M S S Co.	Hankow	2nd
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Kinco M.	Ray & Falmes	Hankow	2nd
Sudo M.	N Y K	Hankow	2nd
Pyrrhus	B & S	Hankow	2nd
Hanching	D L & Co.	Hankow	2nd
Longway	M & Co.	Hankow	2nd
Wahu	B & S	Hankow	2nd
Yoshiaki M.	N Y K	Hankow	2nd
Cadillac	M & Co.	Hankow	2nd
Pyrrhus	P & M S S Co.	Hankow	2nd
Longway	M & Co.	Hankow	2nd
Hanching	D L & Co.	Hankow	2nd
Borealis	A P C	Hankow	2nd
Peking M.	N Y K	Hankow	2nd
Kinco M.	Ray & Falmes	Hankow	2nd
Sudo M.	N Y K	Hankow	2nd
Pyrrhus	B & S	Hankow	2nd
Hanching	D L & Co.	Hankow	2nd
Longway	M & Co.	Hankow	2nd
Wahu	B & S	Hankow	2nd
Yoshiaki M.	N Y K	Hankow	2nd
Cadillac	M & Co.	Hankow	2nd
Pyrrhus	P & M S S Co.	Hankow	2nd
Longway	M & Co.	Hankow	2nd
Hanching	D L & Co.	Hankow	2nd
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Pyrrhus	B & S	Hankow	2nd
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Wahu	B & S	Hankow	2nd
Yoshiaki M.	N Y K	Hankow	2nd
Cadillac	M & Co.	Hankow	2nd
Pyrrhus	P & M S S Co.	Hankow	2nd
Longway			

PACIFIC SHIPPING.



HOME VIA CANADA

Hongkong to England
Shanghai, Nagasaki, (Moyi) Kobe, Yokohama, Vancouver & Montreal.

PACIFIC STEAMER	FROM HONGKONG	DUE VANCOUVER	ATLANTIC STEAMER	FROM CANADA	DUE LIVERPOOL
E. Asia	Sept. 15	Oct. 3	E. France	Oct. 13	Oct. 25
E. Japan	Sept. 20	Oct. 8	E. France	Oct. 18	Oct. 28
E. Russia	Oct. 13	Oct. 31	Victorian	Nov. 11	Nov. 20
Montez	Oct. 20	Nov. 19	E. Britain	Nov. 25	Dec. 4

Other Atlantic sailings every few days to Liverpool, London.

Southampton, Glasgow, Antwerp & Havre.

Allotment of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

Three Trans-continental Trains Daily.
Standard Sleeping cars, Compartments & Dining rooms.

Canadian Pacific Hotels at: Victoria, Vancouver, in the Rockies Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD.

Hongkong Office Telephone 792. Cable Address GACANPAC.



HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE ISLANDS, JAPAN & HONOLULU.

"THE PATHWAY" LINE.

Steamers	Leave Hongkong	Arrive San Francisco
TENYO M.	Sept. 9	Oct. 13
KOREA M.	Sept. 19	Oct. 23
SHINYO M.	Sept. 29	Oct. 31
PERMA M.	Oct. 9	Nov. 13
TATSUMI M.	Oct. 19	Nov. 23
SIBERIA M.	Oct. 29	Nov. 31

Calling at: Dairen, * Omitting at Shanghai. * Call at Keelung.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, LITUA, SAN FRANCISCO, SAN PEDRO DE MACORIS, CHILE, BALBOA, CALIFORNIA, LARICA, LARICA, LARICA.

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

Steamers	Leave Hongkong	Arrive Valparaiso
GINYO MARU	Sept. 6	Sept. 10
ANYO MARU	Sept. 16	Sept. 20

For full information regarding passengers, freight and rates apply to—

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton. Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & DIXON, INC.

GREEN STAR LINE

Operating for Eastern services for account of the

UNITED STATES SHIPPING BOARD.

TO LOS ANGELES & SAN FRANCISCO.

(Via Shanghai, Japan & Honolulu.)

"WEST JENA" ... 3rd September.

TO SINGAPORE & JAVA.

"WEST CALERA" ... 6th September.

TO VANCOUVER & SEATTLE.

(Via Shanghai & Japan.)

"WEST CANTON" ... 23rd September.

Also, cargo accepted for Transhipment at San Francisco and/or Seattle to weekly sailings for

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK & BOSTON.

Through bills of lading issued to all U.S. and Canadian ports.

HONGKONG OFFICE—1 floor Powell's Building, 12, Des Voeux Rd. Tel. 2014.

PACIFIC SHIPPING.



DOLLAR LINE

SAILINGS FROM HONGKONG

FOR CUBA.

"BESSIE DOLLAR" ... via Panama ... 26TH SEPT.

FOR NEW YORK.

"GRACE DOLLAR" ... via Suez ... 5TH OCT.

"BESSIE DOLLAR" ... via Panama ... 26TH SEPT.

FOR VANCOUVER.

"HAROLD DOLLAR" ... 26TH NOV.

Through Bills of Lading issued to all Over Land Common Points in the United States and Canada.

For Particulars and Rates apply to—

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING

TEL. 792.

THIRD FLOOR

795.



Operating following U.S. Shipping Board Steamers.

PASSENGER & FREIGHT SERVICE.

For VICTORIA, B.C. & SEATTLE.

Calling Shanghai, Kobe and Yokohama.

From Hongkong Arrive Seattle

S.S. Keystone State ... Sept. 10. Sept. 30.

FOR HONOLULU & SAN FRANCISCO

From Hongkong Arrive San Francisco

S.S. HAWKEYE STATE ... Oct. 2. Oct. 24.

FOR TRIESTE & HAMBURG.

S.S. CROOK ... September 12.

FOR PORTLAND DIRECT.

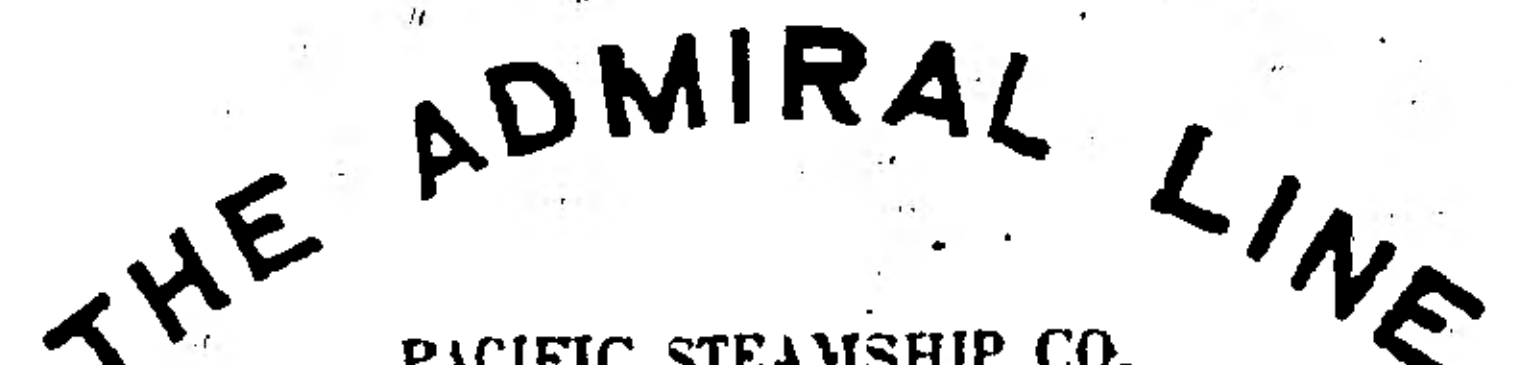
Calling Manila, Shanghai, Kobe and Yokohama.

Through Bills of Lading issued to Overland common points

Passengers and Freight Particulars, apply to

THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor Hotel Mansions.



PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO

SAIGON—SINGAPORE—BATAVIA

and other JAVA PORTS.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

GLYMONT ... Sailing Sept. 8.

CADARETTA ... Sailing Sept. 15.

FREIGHT ONLY.

FOR SAIGON.

OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES

5th Floor Hotel Mansions.

PASSENGER OFFICE.

Tel. 2477 & 2478.

Queen's Bldg. 2, Ice House St.

SERVICE TO UNITED STATES.

FOR NEW YORK and BOSTON.

S.S. SCHODACK 15th September.

For freight space and particulars apply to—

BARBER STEAMSHIP LINE INC.

THE ADMIRAL LINE

AGENTS.

Telephones 2477 & 2478. 5th floor, Hotel Mansions.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN CLOON"

will be despatched to

Singapore & Belawan Deli direct.

This vessel offers excellent cabin-accommodation for saloon passengers.

Single and double cabins.

Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPAN LYN.

Telephone No. 1574.

Agents.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

FOR BOSTON & NEW YORK.

Sailings from Hongkong:

"ATREUS" ... via Suez Canal ... 2nd September.

"CITY OF CANTON" ... via Suez Canal ... 8th September.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON

REISS & CO.

CANTON

VEREENIGDE NEDERLANDSCHE SCHEEPVAART

MAATSCHAPPIJ.

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan

Conferences.)

Regular monthly service between

Japan ports, Shanghai, Hongkong and Manila

and

Amsterdam, Rotterdam, and Hamburg, Bremen

Steamers	Loading	For	Sailing
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LIJNDARI ... September ... Rotterdam & Hamburg ... 2nd Oct.

ALDERAMIN ... October ... Rotterdam & Hamburg ... 13th Oct.

BOEROE ... November ... Rotterdam & Hamburg ... 10th Nov.

IOSARI ... December ... Rotterdam & Hamburg ... 10th Dec.

ALDEBARAN ... January ... Rotterdam & Hamburg ... 10th Jan.

For full particulars please apply to

JAVA CHINA JAPAN LYN

General Agents.

York Building.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELE-

GRAPH COMPANY, LTD.

The following Unclaimed Tele-

grams are lying here:—

Chen Passenger Ascension

Bluefunnel, from Amoy.

Jedowbio Steamer Korean

from Kobe.

Nam Yeeewoocheong from

Shanghai.

Listupoo Chehing Tip Street

West Point, from Shanghai.

Chenglibing Desvoeux Road,

from Shanghai.

Manhingcheong Queen Road

Bavary, from Shanghai.

TH. KRING.

Superintendent.

Hongkong, Sept. 1, 1921.

EASTERN EXTENSION AUSTRA-

LIA & CHINA TELEGRAPH CO.

Joseph Kegan American Agent,

from Calcutta.

Nanbrots, from Bangkok.

M. E. F. AIREY.

Superintendent.

Hongkong, Sept. 1, 1921.

S. LOMON'S £1,000,000,000

TEMPLE.

During a lecture on the Mosaic

Law, at the Roman Catholic

Bible Conference, the Rev. T. E.

Bird said the Temple of Solomon,

in modern values, cost about

£1,000,000,000. Practically the

entire manhood of Israel was

conscripted to build it.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

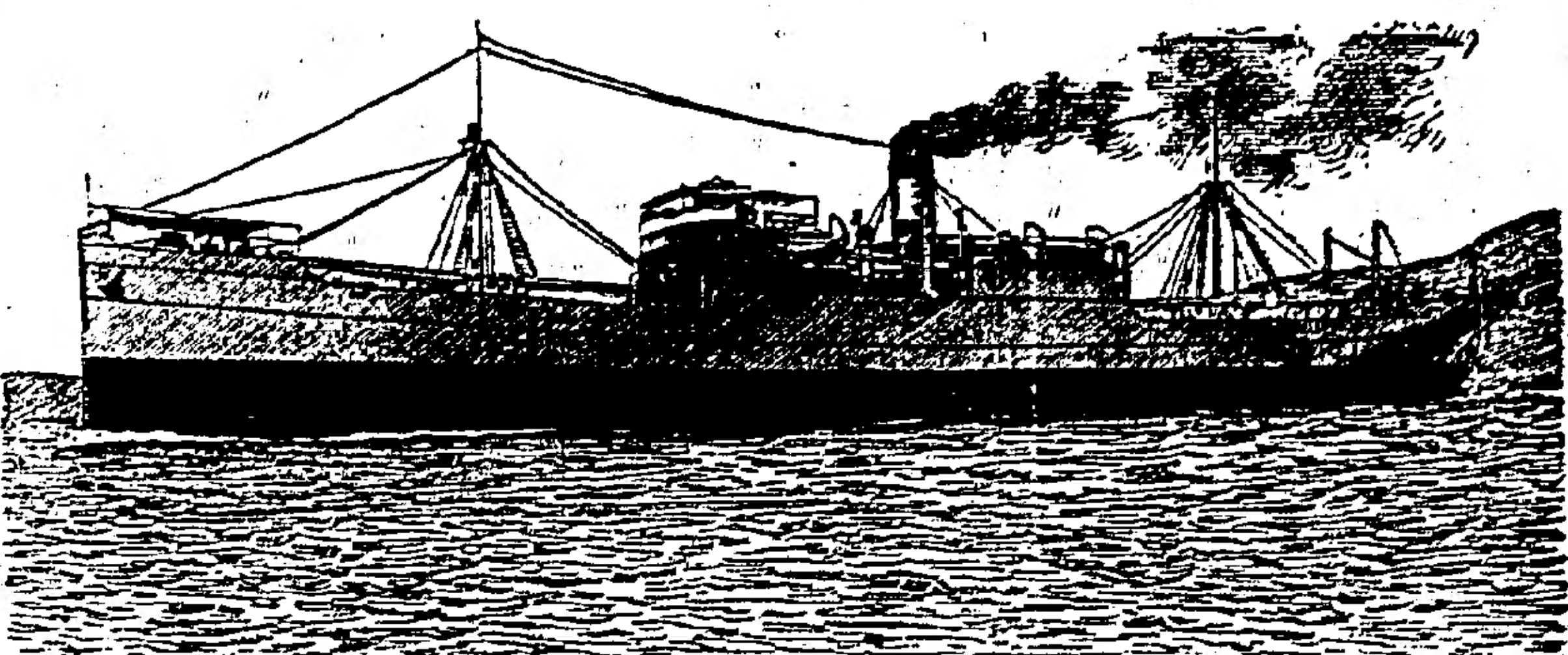
TELEGRAPHIC ADDRESS "MANIFESTO," HONGKONG

Codes Used: A1; A.B.C. Fifth Edition; Engineering, First and Second Edition.

Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.

Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,

to the order of the British Government.

Please Address Enquiries to the Chief Manager.

R. M. DYER, B.S.C., M.I.N.A., KOWLOON DOCK HONGKONG

CHINA MAIL S.S. CO., LTD.

INCORPORATED IN U.S.A.



FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "NILE" "CHINA"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG TO SAN FRANCISCO.

via Shanghai, Japan Ports and Honolulu.

S.S. NANKING S.S. NILE S.S. CHINA

Sept. 18th Oct. 22nd Nov. 3rd

HONGKONG TO SINGAPORE.

S.S. NILE S.S. CHINA S.S. NANKING

Oct. 4th Oct. 15th Nov. 23rd

FAST FREIGHT SERVICE.

Through Bills of Lading issued to all points in United States & Canada

also

Cargo accepted on Through Bills of Lading for transhipment at San

Francisco to weekly sailings for principal Atlantic Ports.

PRINCE'S BUILDING, TELEPHONE PASSAGE DEPT.

No. 1934.

TEL. FREIGHT DEPT. & AGENTS.

No. 2161.

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR

AND

EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

TRAFFIC TO BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
KASHMIR	9,000	6th Sept.	M'les. London & Antwerp.
DILWARA	5,400	13th Sept.	Spore, Colombo & B'bay.
KHYBER	9,000	16th Sept.	M'les. London & Antwerp.
KHIVA	9,000	14th Oct.	M'les. London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

A. APCAR	14,510	6th Sept.	Cebu via Spore, Pang, R'goon
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EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	22nd Sept.	Melbourne via Manila, Thursday
TAKADA	7,000	9th Sept.	Japan via Shanghai.
KHIVA	9,000	14th Sept.	Japan via Shanghai.

SAILINGS TO SHANGHAI & JAPAN.

EASTERN	4,000	3rd Sept. 10 a.m.	Yokohama direct.
TAKADA	7,000	9th Sept.	Japan via Shanghai.
KHIVA	9,000	14th Sept.	Japan via Shanghai.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Passage Money, etc., may be paid by N.Y.K. & P.O. & A.P.C. & E.A.L. will be received at the Company's Office on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO

22, Des Voeux Road Central. Agents.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or YANCOUVER via Manila, Keelung, Shanghai and Japan ports.

Cargo to Oriental Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KATORI MARU (Omitting Manila) Friday, 9th Sept. at 11 a.m.

KASHIMA M. (Omitting Manila) Tuesday, 4th Oct. at 11 a.m.

SUWA MARU (Nagasaki direct) Saturday, 23rd Oct. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

SADO MARU ... Friday, 2nd Sept. at 11 a.m.

KITANO MARU ... Friday, 16th Sept. at 11 a.m.

HAMBURG, LONDON & ROTTERDAM.

MIYO MARU ... Middle of October.

LIVERPOOL, GLASGOW & MARSEILLES.

LISBON MARU ... Monday, 3rd October.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday

TANGO MARU ... Tuesday, 20th Sept. at 11 a.m.

NIKKO MARU ... Tuesday, 12th Oct. at 11 a.m.

NEW YORK VIA PANAMA.

DAKAR MARU ... Sunday, 18th Sept.

SOUTH AMERICAN PORTS via Cape.

KANAGAWA MARU ... Monday, 19th September.

KAWACHI MARU ... Middle of November.

BOMBAY & COLOMBO via Singapore & Penang.

TAMBA MARU ... Monday, 5th September.

TATSUNO MARU ... Tuesday, 20th Sept.

CALCUTTA & RANGOON via Singapore & Penang.

YEBOSHI MARU ... Thursday, 1st Sept.

NAGATO MARU ... Monday, 12th Sept.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Friday, 16th Sept. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAMO MARU ... Thursday, 1st Sept. at 11 a.m.

BENTEN MARU ... Tuesday, 6th September.

CALCUTTA MARU ... Tuesday, 6th September.

For further information apply to—

NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. K. H. KAMEI, Manager.

JAVA-CHINA-JAPAN LIJN.

Regular fortnightly service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on	Will leave on	For
Tjisalak	Java	in port	7th Sept via S'hai Japan	
Tjitaroen	Japan	4th Sept.	8th Sept. Java	
Tjikapi	Java	8th Sept.	12th Sept. Saigon	
Tjikini	Amoy	9th Sept.	12th Sept. Soerabaya	

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING**JAVA PACIFIC LIJN.**

NEXT SAILING.

Steamer	From	Expected on	Will leave on	For
Simaloor	Java	31st Aug.	8th Sept. San F'co direct	

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

York Buildings.

Telephone No. 1374.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.**REGULAR SAILINGS TO NEW YORK & BOSTON**

FOR NEW YORK VIA SUEZ.

S.S. "KENDAL CASTLE"

Sailing on or about 30th September.

LLOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "PERSIA" Sailing in the middle of October.

FOR SHANGHAI.

S.S. "PERSIA" Sailing on or about 3rd October.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service to

Sailing from Colombo to South African Ports:—

S.S. "UMONA" Sailing the beginning of September.

S.S. "UMVOLOSI" Sailing on or about 30th September.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LTD.

Telephone 103. Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
CHANGSHA	15th Sept.	19th September.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 32. Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM & CONTINENT.

Steamer	Sailing
London, Rotterdam Hamburg	Sandon Hall 24th Sept.
London, Rotterdam Hamburg & G'w' Kentucky	3rd Oct.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton General Agents.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong.
M.V. "GLENAPP"	15th Sept.
S.S. "CARNARVONSHIRE"	26th Sept.

HOMEWARDS.

Vessel	Leaves Hongkong.	Discharges.
M.V. "GLENADE"	2nd Sept.	GENOA, L'DON, R'DAM & H'BURG
"GLENAMODY"	12th Sept.	GLASGOW, L'DON & ROTTERDAM
"GLENARA"	25th Sept.	GENOA, R'DAM, H'BURG & HULL
"GLENARIFFE"	26th Sept.	GLASGOW & ROTTERDAM
"GLENAPP"	27th Oct.	GENOA, L'DON R'DAM & H'BURG

Movements are subject to change without notice.

For freight or further particulars please apply to:—

JARDINE, MATHESON & CO., LTD.**AGENTS: THE GLEN LINE, LTD.**

Telephone No. 215, sub-ex. 23 and 3696.

COASTAL SHIPPING.**INDO CHINA STEAM NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATION.**

Destination	Steamer	Sailing
SHANGHAI via Swatow Hopsang	Mon. 5th Sept. at noon.	
SHANGHAI & Tsingtau Tungshing	Mon. 5th Sept. at noon.	
HAIPHONG via Hoikow Lokane	Tues. 6th Sept. at 8 a.m.	
BANGKOK via Swatow Leesang	Tues. 6th Sept. at 10 a.m.	
TIENSIN	Tues. 6th Sept. at noon.	
SANDAKAN	Tues. 6th Sept. at noon.	
STRAITS & Calcutta	Wed. 7th Sept. at 3 p.m.	
KOBE via Shanghai	Thur. 15th Sept. at d'light.	

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore. Return. from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoikow when inducement offers.

HORNEO LINE.—Fortnightly sailings to and from Sanakan by two 5,000 ton steamers s.s. "HINSANG" & s.s. "YANNIS" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chafoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "NAMSANG" will be despatched on or about Wednesday, 7th Sept., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.**CHINA NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATION.**

For	Steamers.	To Sail.
SHANGHAI & TSINGTAO	Chenan	4th Sept. at d'light.
SWATOW & BANGKOK	Chusan	6th Sept. at 10 a.m.
SHANGHAI	Szechuen	6th Sept. at noon.
WEIHAIWEI, CHEFOO, NEW		
CHANG & TIENSIN	Huichow	7th Sept. at 4 p.m.
SHANGHAI	Sunning	8th Sept. at noon.
SHANGHAI & TSINGTAO	Yingchow	10th Sept. at 4 p.m.
H'HOW, PHOI & H'PHONG	Kailong	13th Sept. at 9 a.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tsingtau weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transhipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'ow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong Sept. 2, 1921.

DOUGLAS STEAMSHIP CO. LTD.**HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haiching	A. H. Stewart	FRI. 2nd Sept. at 2 p.m.
Hailong	W. Cooper	TUES. 6th Sept. at 2 p.m.
Hailong	W. C. Parnmore	FRI. 9th Sept. at 2 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA.

The South Sea Mail S.S. Co., Ltd.)

Regular freight and passenger service

between

JAPAN HONGKONG & JAVA.

Sailings subject to alteration.

FOR JAVA.

Ports of call:—Batavia, Samarang, Sourabaya, Macassar and Balikpapan.

S.S. "Borneo Maru" Sailing on 11th September.

FOR JAPAN.

Ports of call:—Mojji, Kobe, Osaka and Yokohama.

S.S. "Macassar Maru" Sailing on 13th September.

All steamers have excellent passenger accommodations, and are fitted with Electric Light, Fans and Wireless Telegraphy.

For further particulars please apply to:—

K. SUZUKI,

No 5, Queen's Road Central. Tel. No. 2205.

Manager.

SHIPPING NEWS.**AMERICAN SHIPPING OFFICIALS' SALARIES.**

Washington, Aug. 25.—President Harding signed the shipping bill last night. The bill finally agreed on provides that not more than six officials of the shipping board shall receive more than \$11,000 annually.

SHIPBUILDER'S GIFT.

Mr. Robert A. Bartram, a Sunderland shipbuilder, has given 10,000 guineas to Sunderland to establish four scholarships for students from shipbuilding drawing offices on the Wear, and towards establishing a department of naval architecture at the local technical college. It is intended to present him with the freedom of the town.

SHIPPING BOARD'S WARNING TO BRITISH LINES.

The ultimatum on cotton shipments delivered by European representatives of the United States Shipping Board to British shipping lines follows a controversy which began last May over shipment to the United States of Egyptian long staple cotton. At that time, according to advices received from the American Chamber of Commerce of Egypt, bids were invited by the Alexandria Produce Association from Liverpool Conference Steamship lines and the United States Shipping Board for handling shipments of the staple to American and United Kingdom ports. The bid of the Shipping Board, it was reported, was 25 shillings a ton to the United Kingdom and 40 shillings to the United States. Liverpool Conference lines, on the other hand, it was said, bid 40 shillings to the United Kingdom and 40 shillings to the United States. The Shipping Board offered to compromise the matter, agreeing if it were given the American business the bids for the United Kingdom would be withdrawn. This offer, the American chamber was informed, was refused by the Liverpool Conference lines.—*New York Evening Post.*

SHIPBUILDING IN AMERICA.

The American shipyard is coming into its own, according to Mr. George J. Baldwin, chairman of the New York Shipbuilding Corporation, and president of the Pacific Mail Steamship Co., who has lately been in England. The Anglo-Saxon Petroleum Co. Ltd., a subsidiary of the Eagle Oil Transport Co., placed an order for the construction of four tankers with a U.S. shipyard when there was a large number of idle ways in the United Kingdom. The experience of the Eagle Oil Transport Co., said Mr. Baldwin, "is valuable as showing the tendency of post-war adjustments in shipping abroad, it is even more valuable as an object-lesson for many American ship operators. Great Britain is the acknowledged pioneer in commercial experimentation with the steel vessel and has taken the lead in its development of its present state of efficiency and size. The reward—and it is a very just one—has been that up to the present time ship operators to the world over have thought of new ships in terms of British shipyards; but new factors are coming into play, as is evidenced by the British comment on the diversion of tanker construction to American shipyard and on the placing here of the order for the Japanese naval collier. Although America was slow in following the British from wood to steel ship construction our yards in recent years have gone ahead rapidly in the improvement of design for economical operation and in the development of speed and efficiency in construction. Following the standard industrial practice of the United States our yards attract the best type of workmen by high wages, give them the most modern tools to work with, and successfully meet the competition of low wage countries by the greater speed, and therefore lowered unit cost of production. The result is that the best American yards can now turn out ships capable of the most economical operation, and can deliver them with a promptness which is a valuable asset in the calculations of the owner or operator. The American shipworker is beginning to reap his reward along with the employing shipbuilder. While British yards have been faced with constantly mounting costs of labour and materials and with serious delays due to labour unrest, the American workman has worked steadily through the post-war readjustment period and has accepted material cuts in income through the reduction in wage rates and discontinuance of overtime."

ON THE WATERFRONT.

Australian Shipowner in Hongkong.

Mr. H. B. Howard Smith, a prominent shipowner and agent of Australia, arrived at Hongkong this morning on the Eastern and Australian Company's steamer Eastern from Melbourne and Sydney. A numerous fleet of modern coastal steamers is operated by Mr. Smith's company. Mr. L. Huon accompanies him as his secretary. A round voyage for business and pleasure is being made by the Australian steamship manager.

Arriving here early this morning the Eastern brought 30 cabin and 86 steerage passengers, of whom 13 are proceeding to Japan, and 1,635 tons of cargo all told. The shipments for this port are small, the principal item being 800 boxes of frozen butter. There are 43 bags of mail. Cargo going through comprises wool and talow from Australia and hemp from Manila mostly.

Passengers Arrived.

Per s.s. Eastern—Mr. and Miss Lowke, Misses F. Mond and E. Merritt, Messrs. Howard Smith and L. Huon, Dr. A. C. Yelland and Miss Yelland, Miss Williams, Mr. O. Hall, Mr. P. Lane, Messrs. W. and W. D. Oliver.

Damaged Steamers' Condition.

The condition of the steamers Sumatra Maru and Siam Maru of the Osaka Shosen Kaisha fleet, both of which are casualties at the present time, has been reported upon and the news has been forwarded to the Hongkong office of the Company, it was given out this morning.

The Sumatra Maru, which is in port at Aiden after having had a fire in her cargo hold, has been seriously damaged. It is reported the cargo stowed in the forward hold has all been removed from the vessel and the freight loaded in the other holds is said that about 2,600 tons may not be re-shipped, due to its ruined state. Serious damage was done by the fire to the hull of No. 2 hold and the lower tween deck and No. 2 hold bulkhead are both buckled. The timber boards in the bunker hatch are burnt.

The Siam Maru is still aground eight miles south of Cape Guardafui on Somali Peninsula. A salvage tug—the Protector—has been ordered to the scene of the wreck from Suez to attempt to refloat the ship. Latest reports will be circulated as to the progress made in salvaging the steamer.

For Europe.

His Lordship Bishop Guertant, of Canton, sailed on the steamer Sado Maru to-day for Marseilles. The vessel is going through to London and Antwerp in the fortnightly service of the N.Y.K. Mr. P. A. Christensen, of the Great Northern Telegraph Company, also embarked on the Sado Maru for London on his way home. Altogether there are about 120 passengers in all classes on the vessel.

Keys en State For Manila.

Passengers on the Keystone State now en route to Manila from this port are Mr. Gordon Ducloux, of the Singer Sewing Machine Company and his wife and Mrs. M. Chandle, wife of Lieut. Chandle, of the United States destroyer Hart, who is going to join her husband in the Philippines.

Cargoes Arrived.

The Ellerman steamer Sandon Hall in port from New York has 400 tons of general cargo for Hongkong.

A big cargo is on the Blue Star steamer Pyrrhus, an arrival from Liverpool. The total tonnage for this port is 1,180 tons and 6,000 tons are for elsewhere. Of 68 saloon passengers 27 disembarked here. A heavy mail despatched from London on July 28 arrived by the Pyrrhus. There were 357 bags of letters, parcels and newspapers.

Four Stars and Stripes Ships Arrive Together.

Four United States merchantmen have reached Hongkong within 24 hours. The Struthers and Dixon freighter West Jena came in from San Francisco, via Cebu, with 600 tons of cargo. The Caddopeak, of the Pacific Mail Steamship Company, bound from Shanghai and Swatow, entered with 250 tons and 1,000 tons for other ports. The Admiral Line's Glymont, from the South, came in with 2,500 tons and 154 deck passengers and the Lake Parar another arrival had 2,800 tons for Hongkong.

SAFE AND EFFICIENT.

Dr. Milton Hersey's Report On Baby's Own Tablets.

That there are no injurious drugs or opiates in Baby's Own Tablets is proved by the certificate of Dr. Milton Hersey, Official Analyst to the cities of Quebec, and Montreal, of which the following is a copy—

"I hereby certify that I have made a careful chemical analysis of Baby's Own Tablets.

My analysis has proved that the Tablets contain absolutely no opiate or narcotic.

They can be given with perfect safety to the youngest infant.

They are a safe and efficient medicine for the troubles they are indicated to relieve and cure."

(Signed) MILTON L. HERSEY, M.A. Sc.

No other medicine is of such aid to mothers for their little ones as is Baby's Own Tablets, the Canadian children's remedy. These pleasant-tasting little Tablets gently regulate the stomach and bowels, and are a remedy for simple fever, indigestion, colic, constipation, diarrhoea and worms. They make teething easy, promote healthy appetite, restful sleep and regular development.

Sold by chemists, or sent post free at 60 cents the vial by the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

FRENCH FLAG IGNORED ON UPPER YANGTZE.

Str. Shuhun Commandeered.

The danger of sailing from the use of foreign flags on steamers trading along the Upper Yangtze has already received illustration.

News has been received in Shanghai that the steamer Shuhun, Chinese-owned but flying the French flag, has been commandeered by the military for use as a troopship. No further details are available, but the news is significant enough in itself.

Speculation is now rife in Shanghai as to whether the French gunboat Doudart de Lagree was not upon her way to take action in the matter when she was wrecked. The facts that she has been wrecked leaves the boats under the French flag without the protection of any French gunboat, and a question that is being asked is whether the men-of-war of other nationalities can assist them.

It is understood that a number of such boats attempted to secure British registration but failed, and the logical course now, it is suggested, is that British gunboats cannot render them assistance in matters of political import such as a commandeering by the military.

THE WRECK OF THE DOUDART DE LAURE.

A report from Ichang says—The disaster to the Doudart de Lagree occurred at one of the most deceiving parts of the Gorges. At the level at the time of the accident, there would be no surface indication of danger. But an exceedingly strong backwash makes this locality very treacherous, indeed. This backwash forced the Doudart into a rock, causing a severe injury to her bow. The river continuing to fall left the forepart of the ship high in the air, while the stern fell with the water. The strain on the keel was tremendous and at 3 a.m. on the morning of Sunday, the 14th, the ends of the ship sagged in such a way as dangerously to weaken her structure and power of resistance. Salvage material is being rushed to the unfortunate vessels by the American steamer Melitan. The River Inspector, Captain W. G. Pitts, is rendering all possible assistance.

In attempting to extricate the killing and wounding of Chinese passengers on board the French steamer Kiangking, near Patung, to whose assistance the French gunboat was going when wrecked, Chinese officials offer the astonishing explanation that the troops fired only with blank cartridges.

HOP-GROWER'S DIAMOND WEDDING.

One of the oldest and best-known hop-growers in Kent, Mr. George Benstead, of Uxcomb, has celebrated his diamond wedding. He and Mrs. Benstead received a telegram of congratulation from the King.

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES.

Banks.

H.K. & S. Bank n. 733 1/2

£35 paid n. 485

Bk. of E. Asia b. 153

Marine Insurances.

Cantons b. 400 s. 405

North China n. 153

Unions b. 228 sa. 228 1/2

Yangtze b. 231 1/2

Far Eastern b. 224 1/2

Fire Insurances.

China Fire b. 123

H. K. Fire b. 330

Shipping.

Douglases n. 57

H. K. Steamboats n. 26

Indos (Pref.) b. 98

Indo Def. Lon/Reg. b. 285 s. 290

Indo Def. H. K. Reg. s. 285

Stella n. 100

Ferries b. 29

Refineries.

Sugars n. 180

Malabons n. 55

Mining.

Kailans b. 87 1/2

Langkats n. 10 1/2

Shanghai Loans b. \$1

Shai Explorations b. 22 1/2

Rambo b. 14 1/3

Tronchs b. 14 1/3

Oral Caspians b. 14 1/3

Docks, Wharves, Godowns, &c.

H. K. Wharves b. & sa. 90

K. Docks b. 192 1/2

K. Docks b. 125 1/2

N. Engineerings n. 124 1/2

Lands, Hotels & Buildings.

Centrals b. 142 1/2

H. K. Hotels b. 215

H. K. Lands b. 197 1/2

H. K. Lands b. 10 10

H. K. Lands b. 39

K. Loan Lands b. 131

L. Reclamations b. 52

Cotton Mills.

Swos b. & sa. 24

Kong Yik b. —

San King Mow b. —

Oriental b. 173 1/2

Shai Cottons b. 138

Miscellaneous.

Cements b. 17 sa. 16 80 1/2

China Light old b. 11 1/2

Do. Light new b. 11 1/2

China Providents s. 12

Dairy Farms s. 25 1/2

Electric H.K. b. 23 1/2 s. 24

Electric Macao b. 22 1/2

Hongkong Ropes b. 24 1/2

H. K. Tramways b. 13 1/2

Peak Trams, old n. 9

Do. new n. 8 1/2

Steam Laundries b. 10 1/2

Steel Foundries b. 15

Water-boat b. 84 1/2

Watsons b. 184 1/2

Wm. Powells b. 184 1/2

Wisemans b. ex. r. cum div. 32

Do. New issue b. 25

Hongkong, Sept. 2, 1921.

EXCHANGE.

(Opening Rate) closing Rate on Page 11.

SELLING.

1/2 T. Shanghai 28

1/2 T. Singapore 28 1/2

1/2 T. Japan 28 1/2

1/2 T. India 28 1/2

1/2 T. San Francisco 28 1/2

1/2 T. New York 28 1/2

1/2 T. Java 156

1/2 T. Marks 635

1/2 T. France 635

Demand, Paris 635

BUYING.

4 m/s. L/C 29 1/2

4 m/s. D/P 210

6 m/s. L/C 210 1/2

30 d/s. Sydney and Melbourne 211 1/2

30 d/s. San Francisco and New York 52 1/2

4 m/s. Marks 695

4 m/s. France 715

6 m/s. France 715

Demand, Germany 49 1/2

Demand, New York 192 1/2

1/2 T. Bombay 192 1/2

Demand, Calcutta 19 1/2

On Yokohama 103

Demand, Manila 103

Demand, Singapore 115 1/2

Demand, Batavia 115 1/2

On Haiphong 115 1/2

On Saigon 78 1/2

On Bangkok 78 1/2

Sovereign 78 1/2

Gold leaf per Tael 50 40

Bar Silver, ready 37 1/2

forward 37 1/2

Bank of England rates 5 1/2

New York/London 3 73 1/2

SUBSIDIARY COINS.

H'kong 50 ct. pieces par. 1 1/2

10 " 1 1/2

5 " 1 1/2

Canton sub. coins 15 1/2

Hongkong Sept. 2, 1921.

HOTELS.

THE HONGKONG HOTEL CO., LTD.

OPERATING—

HONGKONG HOTEL

REPULSE BAY HOTEL PENI SULA HOTEL (Kowloon)

HONGKONG HOTEL GARAGE

TOWN GARAGE & SHOW ROOMS RUSSELL STREET GARAGE

REPULSE BAY GARAGE

PROPRIETORS:

THE HONGKONG HOTEL CO., LTD.

KING EDWARD HOTEL.

CENTRAL LOCATION.

ELECTRIC LIFTS AND LIGHTING.

TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS

Tel. 373. Telegraphic Address: "VICTORIA"

J. WITCHELL, Manager.

THE PEAK HOTEL.

1,500 FEET ABOVE SEA LEVEL

15 MINUTES FROM LANDING STAGE.

UNDER THE MANAGEMENT OF

MRS. BLAIR.

EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT.

THE PREMIER HOTEL FINEST SITUATION

EXCELLENT CUISINE

ARTHUR E. ODELL.

(Late Grand Hotel, Southcliffe, England and

Royal Palace Hotel, London, W.)

KINGSLERE HOTEL MID-LEVEL

KNUTSFORD HOTEL KOWLOON

SACHSE, LENNOX & Co. General Agents

Are resident Managers.

RIVER LEVELS.

As a guide to shipmasters and others interested in the water levels of the river we have been requested by the Board of Conservancy Works of Kwangtung to publish the following table of water levels. The levels are taken at 10 a.m. each day.

Place of Observation	Highest W. L. recorded Feet	Lowest W. L. recorded Feet	W. L. Aug. 30 Feet	W. L. Aug. 31 Feet
Wuchow, West River	-79.0	-2.42	29.00	29.40
Kongmoon, "	-14.7	-0.89	6.90	7.60
Linkonghow, North "	-37.0	0	8.50	—
Shanghai, East "	-15.15	-0.98	3.61	4.00

PEAK TRAMWAYS CO., LTD.

TIME TABLE.

WEEK DAYS.

From	To	Time
100 a.m.	to 10.30 a.m.	Every 15 min.
10.30 a.m.	to 11.30 a.m.	" " "
11.30 a.m.	to 12.30 p.m.	" " "
12.30 p.m.	to 1.30 p.m.	" " "
1.30 p.m.	to 2.30 p.m.	" " "
2.30 p.m.	to 3.30 p.m.	" " "
3.30 p.m.	to 4.30 p.m.	" " "
4.30 p.m.	to 5.30 p.m.	" " "
5.30 p.m.	to 6.30 p.m.	" " "

NIGHT CARS.

4.30 p.m. to 9.00 p.m. 9.25 p.m. to 11.30 p.m. every 30 minutes

SATURDAYS.

EXTRA CAR 12.30 midnight

SUNDAYS.

From	To	Time
1.30 a.m.	to 10.30 a.m.	Every 15 min.
10.30 a.m.	to 11.30 a.m.	" " "
11.30 a.m.	to 12.30 noon	" " "
12.30 noon	to 1.30 p.m.	" " "
1.30 p.m.	to 2.30 p.m.	" " "
2.30 p.m.	to 3.30 p.m.	" " "
3.30 p.m.	to 4.30 p.m.	" " "
4.30 p.m.	to 5.30 p.m.	" " "
5.30 p.m.	to 6.30 p.m.	" " "

NIGHT CARS.

As on Week Days.

SPECIAL CARS.

By arrangement at the company's office, LEANOR BUILDINGS, 101 VICTORIA ROAD.

TIDE TABLE.

29th Aug. to 4th Sept. 1921.

Day	High Water	Low Water
Mon. 29	h. 5.17	6.1
Tues. 30	h. 6.25	7.1
Wed. 31	h. 7.24	7.4
Thurs. 1	h. 8.43	8.0
Fri. 2	h. 9.17	8.4
Sat. 3	h. 9.50	8.7
Sun. 4	h. 10.24	8.9
	h. 10.52	9.1
	h. 11.22	9.3